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日四廿月四年未己

HONGKONG, FRIDAY, MAY 23RD, 1919.

五拜禮

號三十月五年八國民華中

Price, \$1 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
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PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " " " "	" " "
9.00 " " " " "	" " "
10.00 " " " " "	" " "
11.00 " " " " "	" " "
12.00 noon to 1.00 p.m.	" " "
1.00 " " " " "	" " "
1.15 " " " " "	" " "
1.30 " " " " "	" " "
1.45 " " " " "	" " "
2.00 " " " " "	" " "
2.15 " " " " "	" " "
2.30 " " " " "	" " "
2.45 " " " " "	" " "
3.00 " " " " "	" " "

NIGHT CARS

7.50 p.m. to 8.00 p.m.
8.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS

Extra Car—12.00 Midnight

SUNDAYS

7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " " " " "	" " "
11.30 " " " " "	" " "
12.30 noon to 1.00 p.m.	" " "
1.00 " " " " "	" " "
1.30 " " " " "	" " "
2.00 " " " " "	" " "
2.30 " " " " "	" " "
3.00 " " " " "	" " "

NIGHT CARS

As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or by Postal Order. Order representing Bank notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, November 7th, 1918, with further Notice.

DOWN TRAINS

Stations		No. 1 Through Express A.M.	No. 7 Local A.M.	No. 9 Through Express A.M.	No. 11 Local A.M.	No. 13 Through Express A.M.	No. 15 Local A.M.	No. 17 Through Express A.M.	No. 19 Local A.M.	No. 21 Through Express A.M.
CANTON (at the Pier)	dep.	7.30		7.57		8.30		8.58		9.30
SEK LUNG SHAN CHUN	arr.	7.46		8.13		8.46		9.13		9.46
Sheung Chai	dep.	7.55		8.22		8.55		9.22		9.55
Yau Ma Tei	dep.	8.05		8.32		9.05		9.32		10.05
Yau Ma Tei	arr.	8.15		8.42		9.15		9.42		10.15
Yau Ma Tei	dep.	8.25		8.52		9.25		9.52		10.25
Yau Ma Tei	arr.	8.35		9.02		9.35		10.02		10.35
Yau Ma Tei	dep.	8.45		9.12		9.45		10.12		10.45
Yau Ma Tei	arr.	8.55		9.22		9.55		10.22		10.55
Yau Ma Tei	dep.	9.05		9.32		10.05		10.32		11.05
Yau Ma Tei	arr.	9.15		9.42		10.15		10.42		11.15
Yau Ma Tei	dep.	9.25		9.52		10.25		10.52		11.25
Yau Ma Tei	arr.	9.35		10.02		10.35		11.02		11.35
Yau Ma Tei	dep.	9.45		10.12		10.45		11.12		11.45
Yau Ma Tei	arr.	9.55		10.22		10.55		11.22		11.55
Yau Ma Tei	dep.	10.05		10.32		11.05		11.32		12.05
Yau Ma Tei	arr.	10.15		10.42		11.15		11.42		12.15
Yau Ma Tei	dep.	10.25		10.52		11.25		11.52		12.25
Yau Ma Tei	arr.	10.35		11.02		11.35		12.02		12.35
Yau Ma Tei	dep.	10.45		11.12		11.45		12.12		12.45
Yau Ma Tei	arr.	10.55		11.22		11.55		12.22		12.55
Yau Ma Tei	dep.	11.05		11.32		12.05		12.32		13.05
Yau Ma Tei	arr.	11.15		11.42		12.15		12.42		13.15
Yau Ma Tei	dep.	11.25		11.52		12.25		12.52		13.25
Yau Ma Tei	arr.	11.35		12.02		12.35		13.02		13.35
Yau Ma Tei	dep.	11.45		12.12		12.45		13.12		13.45
Yau Ma Tei	arr.	11.55		12.22		12.55		13.22		13.55
Yau Ma Tei	dep.	12.05		12.32		13.05		13.32		14.05
Yau Ma Tei	arr.	12.15		12.42		13.15		13.42		14.15
Yau Ma Tei	dep.	12.25		12.52		13.25		13.52		14.25
Yau Ma Tei	arr.	12.35		13.02		13.35		14.02		14.35
Yau Ma Tei	dep.	12.45		13.12		13.45		14.12		14.45
Yau Ma Tei	arr.	12.55		13.22		13.55		14.22		14.55
Yau Ma Tei	dep.	13.05		13.32		14.05		14.32		15.05
Yau Ma Tei	arr.	13.15		13.42		14.15		14.42		15.15
Yau Ma Tei	dep.	13.25		13.52		14.25		14.52		15.25
Yau Ma Tei	arr.	13.35		14.02		14.35		15.02		15.35
Yau Ma Tei	dep.	13.45		14.12		14.45		15.12		15.45
Yau Ma Tei	arr.	13.55		14.22		14.55		15.22		15.55
Yau Ma Tei	dep.	14.05		14.32		15.05		15.32		16.05
Yau Ma Tei	arr.	14.15		14.42		15.15		15.42		16.15
Yau Ma Tei	dep.	14.25		14.52		15.25		15.52		16.25
Yau Ma Tei	arr.	14.35		15.02		15.35		16.02		16.35
Yau Ma Tei	dep.	14.45		15.12		15.45		16.12		16.45
Yau Ma Tei	arr.	14.55		15.22		15.55		16.22		16.55
Yau Ma Tei	dep.	15.05		15.32		16.05		16.32		17.05
Yau Ma Tei	arr.	15.15		15.42		16.15		16.42		17.15
Yau Ma Tei	dep.	15.25		15.52		16.25		16.52		17.25
Yau Ma Tei	arr.	15.35		16.02		16.35		17.02		17.35
Yau Ma Tei	dep.	15.45		16.12		16.45		17.12		17.45
Yau Ma Tei	arr.	15.55		16.22		16.55		17.22		17.55
Yau Ma Tei	dep.	16.05		16.32		17.05		17.32		18.05
Yau Ma Tei	arr.	16.15		16.42		17.15		17.42		18.15
Yau Ma Tei	dep.	16.25		16.52		17.25		17.52		18.25
Yau Ma Tei	arr.	16.35		17.02		17.35		18.02		18.35
Yau Ma Tei	dep.	16.45		17.12		17.45		18.12		18.45
Yau Ma Tei	arr.	16.55		17.22		17.55		18.22		18.55
Yau Ma Tei	dep.	17.05		17.32		18.05		18.32		19.05
Yau Ma Tei	arr.	17.15		17.42		18.15		18.42		19.15
Yau Ma Tei	dep.	17.25		17.52		18.25		18.52		19.25
Yau Ma Tei	arr.	17.35		18.02		18.35		19.02		19.35
Yau Ma Tei	dep.	17.45		18.12		18.45		19.12		19.45
Yau Ma Tei	arr.	17.55		18.22		18.55		19.22		19.55
Yau Ma Tei	dep.	18.05		18.32		19.05		19.32		20.05
Yau Ma Tei	arr.	18.15		18.42		19.15		19.42		20.15
Yau Ma Tei	dep.	18.25		18.52		19.25		19.52		20.25
Yau Ma Tei	arr.	18.35		19.02		19.35		20.02		20.35
Yau Ma Tei	dep.	18.45		19.12		19.45		20.12		20.45
Yau Ma Tei	arr.	18.55		19.22		19.55		20.22		20.55
Yau Ma Tei	dep.	19.05		19.32		20.05		20.32		21.05
Yau Ma Tei	arr.	19.15		19.42		20.15		20.42		21.15
Yau Ma Tei	dep.	19.25		19.52		20.25		20.52		21.25
Yau Ma Tei	arr.	19.35		20.02		20.35		21.02		21.35
Yau Ma Tei	dep.	19.45		20.12		20.45		21.12		21.45
Yau Ma Tei	arr.	19.55		20.22		20.55		21.22		21.55
Yau Ma Tei	dep.	20.05		20.32		21.05		21.32		22.05
Yau Ma Tei	arr.	20.15		20.42		21.15		21.42		22.15
Yau Ma Tei	dep.	20.25		20.52		21.25		21.52		22.25
Yau Ma Tei	arr.	20.35		21.02		21.35		22.02		22.35
Yau Ma Tei	dep.	20.45		21.12		21.45		22.12		22.45
Yau Ma Tei	arr.	20.55		21.22		21.55		22.22		22.55
Yau Ma Tei	dep.	21.05		21.32		22.05		22.32		23.05
Yau Ma Tei	arr.	21.15		21.42		22.15		22.42		23.15
Yau Ma Tei	dep.	21.25		21.52		22.25		22.52		23.25
Yau Ma Tei	arr.	21.35		22.02		22.35		23.02		23.35
Yau Ma Tei	dep.	21.45		22.12		22.45		23.12		23.45
Yau Ma Tei	arr.	21.55		22.22		22.55		23.22		23.55
Yau Ma Tei	dep.	22.05		22.32		23.05		23.32		24.05
Yau Ma Tei	arr.	22.15		22.42		23.15		23.42		24.15
Yau Ma Tei	dep.	22.25		22.52		23.25		23.52		24.25
Yau Ma Tei	arr.	22.35		23.02		23.35		24.02		24.35
Yau Ma Tei	dep.	22.45		23.12		23.45		24.12		24.45
Yau Ma Tei	arr.	22.55		23.22		23.55		24.22		24.55
Yau Ma Tei	dep.	23.05		23.32		24.05		24.32		25.05
Yau Ma Tei	arr.	23.15		23.42		24.15		24.42		25.15
Yau Ma Tei	dep.	23.25		23.52		24.25		24.52		25.25
Yau Ma Tei	arr.	23.35		24.02		24.35		25.02		25.35
Yau Ma Tei	dep.	23.45		24.12		24.45		25.12		25.45
Yau Ma Tei	arr.	23.55		24.22		24.55		25.22		25.55
Yau Ma Tei	dep.	24.05		24.32		25.05		25.32		26.05
Yau Ma Tei	arr.	24.15		24.42		25.15		25.42		26.15
Yau Ma Tei	dep.	24.25		24.52		25.25		25.52		26.25
Yau Ma Tei	arr.	24.35		25.02		25.35		26.02		26.35
Yau Ma Tei	dep.	24.45		25.12		25.45		26.12		26.45
Yau Ma Tei	arr.	24.55		25.22		25.55		26.22		26.55
Yau Ma Tei	dep.	25.05		25.32		26.05		26.32		27.05
Yau Ma Tei	arr.	25.15		25.42		26.15		26.42		27.15
Yau Ma Tei	dep.	25.25		25.52		26.25		26.52		27.25
Yau Ma Tei	arr.	25.35		26.02		26.35		27.02		27.35
Yau Ma Tei	dep.	25.45		26.12		26.45		27.12		27.45
Yau Ma Tei	arr.	25.55		26.22		26.55		27.22		27.55
Yau Ma Tei	dep.	26.05		26.32		27.05		27.32		28.05
Yau Ma Tei	arr.	26.15		26.42		27.15		27.42		28.15
Yau Ma Tei	dep.	26.25		26.52		27.25		27.52		28.25
Yau Ma Tei	arr.	26.35		27.02		27.35		28.02		28.35
Yau Ma Tei	dep.	26.45		27.12		27.45		28.12		28.45
Yau Ma Tei	arr.	26.55		27.22		27.55		28.22		28.55
Yau Ma Tei	dep.	27.05		27.32		28.05		28.32		29.05
Yau Ma Tei	arr.	27.15		27.42		28.15		28.42		29.15
Yau Ma Tei	dep.	27.25		27.52		28.25		28.52		29.25
Yau Ma Tei	arr.	27.35		28.02		28.35		29.02		29.35
Yau Ma Tei	dep.	27.45		28.12		28.45		29.12		29.45
Yau Ma Tei	arr.	27.55		28.22		28.55		29.22		29.55
Yau Ma Tei	dep.	28.05		28.32		29.05		29.32		30.05
Yau Ma Tei	arr.	28.15		28.42		29.15		29.42		30.15
Yau Ma Tei	dep.	28.25		28.52		29.25		29.52		30.25
Yau Ma Tei	arr.	28.35		29.02		29.35		30.02		30.35
Yau Ma Tei	dep.	28.45		29.12		29.45		30.12		30.45
Yau Ma Tei	arr.	28.55		29.22		29.55		30.22		30.55
Yau Ma Tei	dep.	29.05		29.32		30.05		30.32		31.05
Yau Ma Tei	arr.	29.15		29.42		30.15		30.42		31.15
Yau Ma Tei	dep.	29.25		29.52		30.25		30.52		31.25
Yau Ma Tei	arr.	29.35		30.02		30.35		31.02		31.35
Yau Ma Tei	dep.	29.45		30.12		30.45		31.12		31.45
Yau Ma Tei	arr.	29.55		30.22		30.55		31.22		31.55
Yau Ma Tei	dep.	30.05		30.32		31.05		31.32		32.05
Yau Ma Tei	arr.	30.15		30.42		31.15		31.42		32.15
Yau Ma Tei	dep.	30.25		30.52		31.25		31.52		32.25
Yau Ma Tei	arr.	30.35		31.02		31.35		32.02		32.35
Yau Ma Tei	dep.	30.45		31.12		31.45		32.12		32.45
Yau Ma Tei	arr.	30.55		31.22		31.55		32.22		32.55
Yau Ma Tei	dep.	31.05		31.32		32.05		32.32		33.05
Yau Ma Tei	arr.	31.15		31.42						

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PUNISHING A POLICE RESERVIST.

"C. B." FOR DISOBEYING ORDERS.

APPEAL ALLOWED BY CHIEF JUSTICE.

One of the most interesting applications which have ever come up before his Honour, the Chief Justice, (Sir William Rees-Davies, K.C.) was heard in Chambers yesterday, when P.C. 471, W. Guimaraes, who had been awarded C.B. for disobedience of orders, petitioned for a writ of *habeas corpus*. The case first came up for hearing on Saturday, and was adjourned till yesterday, when the rule nisi granted by his Lordship, was made absolute and leave granted to apply in Chambers at a further date, as regards costs.

The facts of the case, as set forth in the affidavit filed by Mr. P. W. Goldring, solicitor for the petitioner, are as follows:—Guimaraes was confined to barracks from 1.15 p.m. on Saturday, May 17th, to 7 a.m. on the Monday following, this sentence to continue for the following three consecutive weeks. The applicant asked to be discharged from custody on the following grounds:—(1) That the officer or officers of the Hongkong Police Force had acted *ultra vires* in awarding him a fine and confinement to barracks, (2) That the said fine having been paid, the D.S.P. (R.) acted *ultra vires* in awarding him further confinement to barracks, (3) That the schedule of punishment contemplated a single period of confinement to barracks, but not a series of disjointed periods, as in this case.

Continuing, the affidavit went on to state that:

My client was absent from 2nd shift patrol on the 12th of February last, and in consequence of such absence, he was awarded the following punishment:—"Fined \$3 or 2 days' C.B. and 2 extra patrols."

From the above award it is clear to my mind that the punishment meted out to my client was in the nature of two alternatives—one of which was the payment of the fine, and the other 2 days' C.B. and 2 extra patrols—in consequence of which my client chose the first alternative and on April 1st paid the fine of \$3.

Subsequently he was ordered to attend two extra patrols, which, Inspector Alves said, was a further punishment awarded to him under and by virtue of the above-mentioned document. My client refused to perform these two extra patrols, maintaining that his reading of the award given to him gave him the choice either to pay the fine or submit himself to confinement to barracks for 2 days and perform two extra patrols. He was told by Inspector Alves that although that might be the correct reading of the award in question it was the intention of the D.S.P. (R.) that an additional punishment was intended for him and he was therefore to do the two extra patrols.

On April 24th he was warned to attend a D.B. to be held on April 25th for the following alleged default: "Refusing to perform extra patrols." My client attended the Board, and on April 30th he received the following memo of punishment:—

(1)—Absent from patrol on 12th April, 1919, at 9 p.m. Central.
(2)—Refusing to perform duty.
(3)—The A.S.P. (R.) has awarded the following punishment:—Four days' C.B., May 3rd, 4th, 10th, and 11th. (Sgd.) A. G. E. Alves, Inspector.

It is against the double punishment that my client is submitting this appeal. The double punishment is irregular, and my client is justified in refusing to obey the second punishment, as he had an option.

Finally, it was submitted, as a matter of law and common-sense, that no man could define the intention of a party when putting down in writing certain words except those actually written down. The award of punishment should have been "C.B. and two extra patrols or two days' C.B. and two extra patrols. If that had been so, as my client stated to the Board, he would have been, as a matter of course, bound to perform the two extra patrols.

It is further submitted that my client is being punished for what appears to be clearly the mistake made by his superior officer in his original award of punishment, and that is, in my opinion, contrary to natural justice.

A letter from the Captain Superintendent of Police was included in the affidavit to the effect that he was willing to make an order for prisoner's discharge, but that, as regards costs, the C.B.P. was not prepared to consent to any order made against him because it had been decided by the full Court, in the matter of Sun Ah Wan, that, in cases on the Crown side of the King's Bench Division, the Court had, in the absence of legislative authority, no power to award costs.

The following minutes of a meeting of the Discipline Board, of the H.K.P.F. were included in the affidavit:—

"The following were the members of the Board: D.S.P. (R.) J. W. Franks, A.S.P. (R.) T. F. Hough, Staff Inspectors Potter, Tape, Sirdar Khan, and C. M. Alves, and another Inspector."

Mr. Franks: Before I proceed with the examination I wish to say that Mr. Hough is still in office as his leave of absence has been suspended for the present. I am saying this for the benefit of any who might object to his presence on the Board as, according to official notice, he is supposed to be on leave. You are P.C. 471, W. Guimaraes?

Self: Yes, sir.

Mr. Hough: "Sir" to your superiors if you please, sir, sir.

Self: I beg your pardon but I did address Captain Franks as "sir."

Mr. Hough: But I did not hear you say so.

Self: Which is no fault of mine.

Mr. Franks: You were absent from patrol on February 12th, and on being asked the reason you replied in writing, "I was much occupied with office work and could not perform my police duty."

Self: I do, sir.

Mr. Franks: A notice, dated 27th November, was sent to you awarding, fine of \$3 or 2 days' C.B. and 2 extra patrols. Fine to be paid on 28th February, 1919, to be warned as to C.B. for further default. After delay of over a month you paid the \$3 fine. You were notified later by Inspector Alves of the performance of the two extra patrols to which you replied: "Your warning memo of date to hand and I must say that I cannot and will not perform the duties detailed therein." Why did you refuse?

Self: As I consider Inspector Alves had no authority to enforce the matter, sir.

Mr. Franks: On what ground did you base your assumptions?

Self: According to the intimation I received a fine of \$3 was imposed, or, as an alternative, 2 days C.B. and two extra patrols. This note sent me by Inspector Alves will confirm my statement.

Mr. Franks: Well, all I can say is that this paper states you were fined \$3 and also to perform two extra patrols.

Self: It does not say so, sir. At least my version of the wording is that in paying the \$3 fine I am free of the other punishment. That is the only conclusion my knowledge of English permits me.

Mr. Franks: But the Board intended, the Board is myself, and the intention of my own that you were to be fined \$3 and two extra patrols or two days' C.B.

Self: Sir, I regret that I could only act on the written instructions and not on any person's intention.

Mr. Hough: Where are you employed?

Self: At Messrs. Dodwell & Co., sir.

Mr. Hough: That is a British firm and by virtue of your knowledge of the English language you are employed by Dodwell's, so I don't see any reason why you should say so much about your slight knowledge of English. You know English, and you know it.

Mr. Alves: On the day that Guimaraes received my note of the punishment he called at my office to ask if it was the intention of the Court to award him \$3 fine and two extra patrols, and I distinctly told him that it was so, whereupon he informed me of his resolution never to perform the patrol, and he cannot deny that.

Mr. Franks: You heard what Inspector Alves said?

Self: Yes, sir, and I say that Inspector Alves is prevailing under a false impression. It is true I had an interview with Inspector Alves to ask his opinion. Inspector Alves could only tell me that he was not sure himself but that I had better act according to the notice, and also added that he was rather inclined to think that if I paid the fine, which he knew, advised me to do, I would not be liable for the extra patrols. I am now expressing a wish to see you, Inspector Alves furnished me with your letter.

Mr. Franks: But I cannot recollect your seeing me.

Self: I was here on more than one occasion but never had the satisfaction of seeing you, sir.

Mr. Hough: But you see Mr. Franks now.

Self: Yes, sir.

Mr. Franks: I don't think you took much pains to find me, as I am often here.

Self: Yes, sir, I did call and the lady who works in Mr. Jenkins's office and Mr. Potter.

Mr. Potter: I suppose you mean Mrs. Gerrard.

Self: Yes, sir, if that is the lady's name, and also the No. 1 boy can testify to the truth of my assertion.

Mr. Franks: You are quite certain that the No. 1 boy can tell whether you did come to see me or not?

Self: Yes, sir, I said so, and I now remember Mrs. Gerrard telling me on one of the two occasions I came that you would be in at 5.15 p.m. to attend the Board meeting and that you might perhaps, spare me a few minutes, but I did not choose to trouble you then, sir.

Mr. Franks: It would have been no trouble if the matter you wished to see me about was of any importance; besides, you know well enough that my name is in the telephone book, and I can see no reason why you could not have telephoned me up as I suppose you had a telephone in your office. Supposing you had seen me and I made the matter clear to you, would you have performed the extra patrols?

Self: I cannot say, sir. I might have.

Mr. Franks: Now that I have explained my reason, and an original intention regarding the fine and extra patrols will you undertake to perform them?

Self: No, sir.

Mr. Hough: Then I revoke what I said just now. You don't know English. Do you understand? You don't know English! Your knowledge of English is deplorable and lamentable.

Self: If Mr. Hough chooses—

Mr. Potter: Now that Captain Franks has explained about the punishments do you still refuse to perform the extra patrols?

Self: Yes, sir.

Mr. Potter: Why?

Self: As the memo before you only states that I was fined \$3, or two days C.B. and two extra patrols, and I cannot agree to the amendment made by this Board when Mr. Franks' intention could have very well been expressed on the intimation sent me by Inspector Alves.

Mr. Potter: Would you have performed the patrols if the notice sent you had fully expressed our intentions?

Self: Yes, sir, although I consider the punishment meted out to me too severe for a slight offence, considering how I sacrificed my leisure hours and also incurred ricksha fares, etc. Inspector Alves declined to approve my claim for expenses incurred during the period I have been in the force, although I have attached duty lists in support of same.

C. M. Alves: Put officially aside, Guimaraes, do you think a gentleman would write a letter such as the one you wrote to Inspector Alves as a superior?

Self: Perhaps not, sir, but you must remember that unofficially I was not writing to a superior.

Mr. Tape: Do I understand you to say that you would have performed the extra patrols if the notice sent you had been in proper order?

Self: Yes, sir.

(Continued at foot of next column.)

ARMED ROBBERY AT WEST POINT.

TWO MEN IN THE DOCK.

At the Magistracy, yesterday, before Mr. R. E. Lindell, two Chinese were charged, on remand, with being concerned in an armed robbery at West Point.

Mr. J. H. Gardiner appeared for the defendants.

Complainant, a Chinese woman, stated that while she was undressing in her room she heard a tap at the door. In reply to her inquiry a woman replied that she was in search of a room. Witness instructed her servant girl to show the woman over a vacant room, and a few minutes later, the visitor left, apparently satisfied. She then heard a man calling out to the woman, after which several men rushed in. Two of them pointed revolvers at her and threatened to kill her and her maid if they made a noise. Complainant struggled, and one of the men shot at her, the bullet fortunately only scoring her singlet. After standing \$30, the robbers left the premises. She then blew a police-whistle and attracted some Chinese constables. Witness subsequently identified the prisoners at an identification parade.

At this stage Mr. Lindell adjourned the hearing till today.

SMUGGLING ARMS.

AN INGENUOUS DEVICE.

The ingenious devices to which Chinese smugglers of arms resort were illustrated at the Magistracy, yesterday.

A Chinese passenger on the *Tanjo Haru*, from Australia, was arrested, yesterday morning, with two revolvers in his possession—a Colt automatic and a Smith-Wesson—a spare magazine and 688 rounds of ammunition.

Mr. Lindell (in a tone of astonishment): Six hundred and sixty-eight rounds!

The Police confirmed the statement, and added that the revolvers and the ammunition were "brand new."

The ammunition was concealed in a box specially made for the purpose, with holes drilled in the sides, in each of which was inserted a bullet. The top of the box was covered with a layer of lozenges.

Defendant said he had received news that his village had been raided by robbers. He was taking the arms and ammunition to the country for protection.

Mr. Lindell, fined the defendant five hundred dollars, and confiscated the armory.

Mr. Hough: But you see Mr. Franks now.

Self: Yes, sir.

Mr. Franks: I don't think you took much pains to find me, as I am often here.

Self: Yes, sir, I did call and the lady who works in Mr. Jenkins's office and Mr. Potter.

Mr. Potter: I suppose you mean Mrs. Gerrard.

Self: Yes, sir, if that is the lady's name, and also the No. 1 boy can testify to the truth of my assertion.

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Self: Yes, sir.

(Continued at foot of next column.)

IN SEARCH OF HER HUSBAND. SIDE-LIGHTS ON CHINESE DOMESTIC ARRANGEMENTS.

"I've not seen my husband for some considerable time. He has been neglecting me so much that I want to know exactly what he means. That is why I am here," said a Chinese woman to Mr. R. E. Lindell, at the Magistracy, yesterday.

The woman was charged, at the instance of the management of the Astor House Hotel, with creating a disturbance. It appeared that her husband had been employed as a waiter in the Astor House Hotel, and the trouble caused by the woman led to his dismissal. On Wednesday evening, at about 3 o'clock, she indulged in abusive language in front of the Hotel, demanding to see her husband, who, she alleged, was concealed on the premises. The assurances of the management that he was not there were sceptically received by her, and she persisted in her demand to see her husband. A crowd of about two or three hundred collected, and the management of the Hotel, when persuasive methods had failed to make her depart, communicated with the Police, who took her into custody. She had been sent away to the country on four previous occasions.

Mr. Lindell (to the defendant): You have been sent away several times before. Your folly has resulted in your husband losing his job. Your husband is not in the Hotel. Defendant: I am told he is there yet. I got a telephone message to that effect.

Where did you get the message from?

The assistant manager of the Astor House Hotel said the defendant's husband was sent away about a month ago. He had not even approached the Hotel since.

Defendant: On the 8th instant I saw him there. I have no food, and if, as they say, he is not there, they should send me back to my country.

The court was informed that the woman had been sent away several times before, and money was given to her. That, probably, was the reason why she had come again.

Whilst this was being translated to the defendant she kept up a running fire of comment.

Mr. Lindell: I do not want you to talk. The next time you go near the Astor House Hotel and create a disturbance I'll fine you heavily. Your husband is not there. Your best course is to return to the country. I discharge you, but be careful.

"BOUGHT AND PAID FOR."

THE TRAFFIC IN CHILDREN IN HONGKONG.

Yet another instance of the way in which Chinese children are bartered like merchandise was afforded during the hearing at the Magistracy, yesterday, of a charge of kidnapping a Chinese girl, aged nine years.

It appeared that another man, not in custody, took the child, with the mother's consent, to Macao, and there sold her. The defendant—who, presumably, was an interested party—followed the man to Macao. The transaction, it would seem, was not concluded to the satisfaction of all concerned, and the girl's mother lodged a complaint with the Police, who, after investigation, arrested the defendant.

The defendant said he knew the complainant, the girl's mother.

The complainant denied any acquaintance with the defendant.

Inspector Kent said the circumstances surrounding the case were rather peculiar, and even, in a degree, mysterious. It looked very much as though the girl's mother's consent had been obtained to the transaction. He suggested that the case be remanded.

This was, accordingly, done.

A Chinese was charged at the Magistracy, yesterday, with kidnapping two Chinese lads.

It was alleged that the defendant, aided by a woman, inveigled the boys from their home in Yau-mai, and kidnapped them. He then went to the country. Whether from a sense of chivalry or because his conscience smote him, he made a dramatically sudden appearance at the Yau-mai Police-station, and gave himself up. In reply to questions, he said that he took this course in order to lighten the charge against the woman implicated. At the time of his surrender, he had \$100 in his possession.

At the request of the Police, the case was remanded until next week.

ORGAN RECITAL AT ST. ANDREW'S CHURCH.

Mr. T. A. Martin, the organist at St. Andrew's Church, Kowloon, will give an organ recital at 8.15 p.m. to-day. His programme is as follows:—Prelude, Borovicki; "A Water Scene" (Narcissus), Nervo; Minuetto, Calkin; "Evening Song," Schumann; "Cloche du Soir," Chauvet; Postlude-Moderato in B Flat, Paulcke.

The children of the Diocesan Girls' School will sing Rodney's "Calvary" and Adam Geibels' "Hark, Hark my Soul."

The Japanese are selling in Lancashire a little cotton vest which costs 2s. 6d. to place there on the market for making the cotton warp in the Lancashire mills entails the same expenditure. The small article can only be sold for the 2d. What will the cotton workers of Lancashire say to competition as rigorous as this?

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Well-known for their flavour and aroma.

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THE CORONET

May 23rd, 24th & 25th, 1919,

at 5.15 and 9.15 p.m.

BESSIE BARRISCALE

IN

"BAWBS O' THE BLUE RIDGE"

"HE DID & HE DIDN'T"

"THE JUDGE"

etc.

Booking at ROBINSON'S.

[725]

COMPANY MEETING.

UNION INSURANCE CO. OF CANTON.

The annual general meeting of the Union Insurance Co. of Canton was held in the Company's offices, Queen's Buildings, yesterday, the Hon. Mr. S. H. Dodwell presiding. The others present were Messrs. W. L. Pattenden, A. O. Lang, J. A. Plummer, and R. Ross Thomson (Directors). Mr. C. H. P. Hay (Deputy General Manager), the Hon. Mr. N. J. Stabb, Messrs. G. W. Barton, P. M. Hodgson, E. O'Connell, C. C. Hickling, Ho Leung, Ho Kow Tong, W. Sinning, S. M. Charn, W. M. Humphreys, D. B. Murray, Leung Yan, Po J. D. Dumb, J. Arnold, W. R. Mansfield, J. Cochrane, A. B. Apcar, A. H. M. da Silva, H. M. A. Nemesse and R. A. Dastur.

The Chairman said:—Gentlemen, I propose with your permission to follow the usual procedure and take the Report as read. It has been in your hands for sufficient time and I have no doubt you have found it interesting reading.

We are dealing with accounts for the years 1917 and 1918, and although your capital now actually exists in gold, you will realise that, as the figures are made up as at the 31st December last when our capital stood in silver, the recommendations of your Directors are necessarily made in respect of the silver shares.

As you are aware, our business is transacted very largely in gold, and in comparing the figures with which we are now dealing with those placed before you at our last annual meeting when the gold equivalents were shown for the first time, you will no doubt have directed your attention especially to that currency, the more so, perhaps, as in our next report, our figures will be presented in gold alone.

At this meeting we are dealing with dollar balances. On 1917 account we have \$3,315,645.98, which your Directors recommend be appropriated as follows:—

A final dividend to shareholders of \$20 per share on 16,000 shares	320,000.00
A bonus dividend to shareholders of \$20 per share on 16,000 shares	320,000.00
An addition to the reinsurance fund of \$150,000 at exchange 3/4-7/16	500,262.75
An addition to the building reserve fund of \$20,000 at exchange 3/4-7/16	178,082.55
To equalisation of dividend fund, \$20,000 at exchange 3/4-7/16	290,754.35
To be carried forward to underwriting suspense account to close the account for the year 1917	1,310,876.41
	\$3,315,645.98

I feel confident all shareholders will endorse these recommendations.

Turning to 1918, you will notice that the premium income is greater than that of the previous year, which is satisfactory, especially if you take into consideration the effect of the increased restrictions on exports and imports and the falling of the rates for war risk to a nominal figure upon the cessation of hostilities. A continuation of values in individual steamers continued, and the increased employment of interior vessels brought new complications, frequently calling for material reductions in our retained lines. The percentage of losses on the first year's working shows a gratifying decrease, and we have no reason to believe that the final return will compare unfavourably with the preceding year.

The figures for fire and other classes of insurance now transacted by this Society are, of course, included, but this branch of our business is in its childhood. Its development is proceeding upon satisfactory lines and your management feel justified in awaiting with confidence its gradual growth to robust maturity.

As in the past we have subscribed varying sums to such charities as your Directors felt you would wish them to support, which action, I have no doubt, has your approval.

Out of the balance of \$6,238,222.94, we recommend the payment of an interim dividend of \$20 per share and a bonus of 20 per cent to contributors of business on bonus terms.

The increase in our premium income during recent years has been due largely to the risk business, the hazardous nature of which has been emphasised to an exceptional degree. You will be able to gain some idea of the magnitude and anxiety of our operations when I tell you that we have paid out in actual cash over twenty million dollars on war risk claims alone, and I think it will be agreed that for a Company which has had the courage to do its duty to its constituents and write war risk at the critical times we have just passed through, when a refusal would have spread dismay in shipping and merchant circles, no reward can be too great.

Turning to the Balance-sheet, it will perhaps not be out of place to note the fact that our capital is stated for the last time in the currency of this Colony. Our Reserve Fund remains as before, except that the gold reserve shows a lower equivalent in silver owing to the higher rate of exchange at which it is converted. Last year the Balance-sheet revealed the strongest and most satisfactory financial position it has been our pleasure to place before you, and the figures now submitted show a position even stronger and more satisfactory than last year. The increase in our reinsurance fund is particularly gratifying as it enables us to meet with confidence any untoward circumstances connected with our business and combined with the Funds of the Company with which we are affiliated, forms a tower of strength to protect the valuable business we have built up.

The production of these figures, the magnitude of which we feel justly proud, would not have been possible but for the loyal enthusiasm of our staff. That "Union spirit," so aptly alluded to by my predecessor in the chair, has enabled them to meet cheerfully the enormous strain consequent upon the increasingly complex nature of our business and the depletion of our staff. We have voted them a bonus of 15 per cent to the Provident Fund and a cash bonus varying from a month's extra pay up to 25 per cent, based on the special circumstances brought about by the war and its effect upon the various places where our employees are stationed. I feel confident, gentlemen, that this will have your undivided support.

Your directors feel that the Society has cause for great congratulation in having had, during the perilous period of the war, the benefit of the long experience, mature judgment and ability of its general manager, Mr. C. Montague Ede, and its London underwriter, Mr. H. C. Saunders, and it is only fitting that we should record our grateful thanks to these gentlemen for carrying on until its close. It is but natural that, with the return to normal conditions, they should express a wish to retire, and while I am happy to be able to say that the improvement in Mr. Ede's health has assisted us to persuade him to continue at the head of the Society's affairs for a further period of years, we have not been able to induce Mr. Saunders to reconsider his decision. To mark our high appreciation of Mr. H. C. Saunders' long and valuable services extending over a period of 45 years, which have contributed in no small measure to the Society's success, we have invited him to a seat on the London Committee. In the meantime we desire to record our appreciation of Mr. Saunders' expressed willingness to postpone his retirement until such a date as will give us ample time to consider the appointment of his successor. Your general manager is now on his way to London, and you may rest assured that when the appointment is finally decided upon, your interests in that important centre will be in fully capable and experienced hands.

During the year the Board have confirmed the appointment of Mr. C. H. P. Hay as deputy general manager. Mr. Hay was in charge here at the outbreak of war, and at that critical time and while in charge upon other occasions since he has conducted the affairs of the Society with a coolness and ability fully justifying the confidence your Board repose in him.

It is not usual to make any detailed reference to the future at our annual general meetings, and many opinions are held as to the prospects of the business of insurance in the years before us, but I think it is generally admitted that, as a result of the successful emergence from the war of Great Britain and her Allies, vast openings will soon present themselves, and the arena accessible throughout the world offer many inviting prospects.

There are very few places of importance where you will not find a representative of the Society or of its affiliated companies, and the organization we have built up should enable us to take full advantage of the opportunities which will be offering. It does not necessarily follow, however, that a prosperous condition of trade generally will react beneficially on the business of marine insurance. The past few years have seen the formation of many new companies, and we have to be prepared not only for a reduced premium income due to what is practically a cessation of war risk business but for keen competition from new comers and other insurance companies who, although long-established, have lately increased their activities to the marine side of the business. The demand for marine insurance facilities should, nevertheless, be large enough for all to trade in friendly rivalry without having recourse to a wild and senseless scramble for premium at unremunerative rates. Whatever the future may bring, the widespread nature of our business, forms a safeguard against isolated disasters, and a continued consolidation of our position enables us to face their possibility with increased equanimity.

On the 12th April last you were notified of the proposals made by the directors of the Society and accepted provisionally by the directors of the North China Insurance Company, Limited, for a fusion of interests of the two companies. The details of the procedure to be followed in submitting the provisional agreement entered into for the confirmation of shareholders are still under consideration, and we expect to be able to issue a further circular at an early date.

The war has created an additional bond of union between the Society and its constituents, which, we feel, will not lightly be severed, and we cordially look forward to an even greater increase in the support already afforded.

You are aware, gentlemen, that the Society compares not unfavourably with the largest institutions of its kind in the world, and it must be a source of pride and satisfaction to you, as it is to us, to feel that this enormous machine has been built up from this small, though all important, outpost of the British Empire and has been controlled from here ever since the Island became a British possession. The success of that control, which I think, well illustrated by the figures which have periodically come before you, I now beg to propose the adoption of the report and accounts as circulated, and when this has been seconded, I shall be pleased to answer to the best of my ability any questions shareholders may desire to ask.

The Hon. Mr. N. J. Stabb, Mr. Chairman and gentlemen:—It is with very great pleasure that I rise to second the adoption of the report and accounts, and to state to the very full and interesting statement of the Chairman as the figures speak so eloquently for themselves, but I am sure that every shareholder must be amazed at the record this Society has achieved during these last four years of world-wide upheaval. To have paid away

in claims during this period of unparalleled difficulty so large a sum as twenty million dollars and yet to be in a stronger financial position than ever before reflects the greatest credit upon the Directorate, Management and Staff. As the representative of another great institution, to which I have the honour to belong, and which also started its life in the Colony, I feel privileged to say that such figures as you have been accustomed to receive for years past are not so easily attained as shareholders are apt to think; they are the result of careful and able management, backed up by the wholehearted co-operation of a loyal staff, without which assistance no concern can be really successful—and I am sure we all thoroughly endorse the payment of the bonus to the Provident Fund and cash bonus to the staff.

The management of large and important concerns like this Society bear great responsibilities as they are, so to speak, trustees, not only for the shareholders, but also for the prestige of British enterprise in their particular line. Needless to say, the Union Insurance Society of Canton worthily fulfils its duties in both these directions.

The various subscriptions to Charities to which our Chairman has made reference will, I know, meet with universal approval, and I am sure we are only too pleased to give the Directors a perfectly free hand in such matters.

We now come, gentlemen, to the parting of the ways—the Society casts aside silver and enters the field of gold; and to enter it emblazoned with such reserves is indeed a gratifying augury for the continued prosperity of the Company. The formerly much-decried silver has served shareholders well, as it is now being exchanged for over 45 pence whereas a few years ago many of us would doubtless have been pleased to convert our Holdings into sterling at about half that value. Although we are forsaking the currency of the Colony, I trust this will never lead to a transference of the will of the Society elsewhere, as I am convinced that the great success of this Society, and many other local concerns, is in no small measure due to the management being in the East, where Eastern questions and necessities are well understood and can be readily handled by those on the spot.

Hongkong may well be proud of its Companies in general and the Union in particular, which has attained such a great position and become one of the leading Insurance Companies of the world.

It is a pleasure to learn that we are not to lose our General Manager, yet his tactful guidance and mature judgment will be more than ever desirable in the next few years. The shareholders owe Mr. Ede a great debt of gratitude for the ability with which he has managed the Society in times of exceptional difficulty—there has been no more difficult business than that of Marine Insurance during recent years, though perhaps I may be permitted to say that Exchange Banking probably ran it very close. I feel sure I am voicing your opinion when I say we are extremely fortunate in having such a capable man as Mr. Hay to fill Mr. Ede's place, and that he commands our entire confidence.

We learn, with much regret, of the retirement of our London Underwriter, Mr. H. C. Saunders, who has been associated with the Society for so many years and whose ability has been responsible in no small measure for the success attained by the Society. I am sure we all endorse the remarks of the Chairman of appreciation of Mr. Saunders' long service, and welcome the news that he has been offered a seat on the London Committee.

The resolution was carried unanimously. The appointment of Mr. R. Ross Thomson to the Board of Directors was confirmed, on the proposition of Mr. P. M. Hodgson, seconded by Mr. D. B. Murray.

Messrs. A. O. Lang and J. A. Plummer were re-elected Directors, on the proposition of Mr. E. O'Connell, seconded by Mr. G. W. Barton.

Messrs. A. R. Lowe and C. B. Brown were re-elected auditors at a remuneration of \$1,000, on the proposition of Mr. Humphreys, seconded by Mr. Sinclair.

The Chairman announced that dividend warrants were ready and could be obtained on application at the Offices. The meeting then terminated.

CHINA FIRE INSURANCE CO. LIMITED.

The annual general meeting of the China Fire Insurance Co., Ltd. was held yesterday in the Company's Offices, the Hon. Mr. S. H. Dodwell presiding.

The others present were: Messrs. W. L. Pattenden, A. O. Lang, and J. A. Plummer (Directors); Messrs. D. B. Murray, W. R. Mansfield, J. Cochrane, P. M. Hodgson, C. B. Bird, B. M. C. da Cunha, V. L. dos Remedios, A. R. S. Alves, V. R. V. Bebeiro, M. A. E. de Sousa, and W. Gardner (shareholders).

The Chairman said:—Gentlemen, I have first to deal with the 1917 account in respect of which we have an available balance of \$452,600.13; which your Directors recommend be dealt with as follows:—

Dividend of \$7 and bonus of \$3 per share on 20,000 shares	\$180,000.00
To add to reinsurance fund	\$120,000.00
To write off furniture account	1,425.00
To carry forward to underwriting suspense account	1,175.13
	\$452,600.13

(Continued at foot of next column.)

SPORT.

TENNIS EXHIBITION.

JAPANESE PLAYERS DEFEAT HONGKONG PAIR.

Yesterday's tennis match on the Hongkong C.C. ground between Mikami and Nomura, who were unbeaten in the tennis tournament at the Olympic games at Manila, and N. E. Kent and J. S. Jennings, the best couple in the Hongkong C.C., proved a disappointment. The weather militated against a good display, and, even allowing for the state of the ground, the Hongkong pair did not stretch their opponents as much as they were expected to do. The game was sufficient, however, to establish the superiority of the Japanese, and it is hoped that, if opportunity offers, a match will be arranged between the Japanese pair and the doubles champions of the Colony, Ng Sze Kwong and Wong Po Keung. At Manila, Ng Sze Kwong beat Nomura but was, in turn, beaten by Mikami, and, as Wong Po Keung was unable to make the Manila trip, a match between the Chinese and the Japanese would demonstrate the real capabilities of both couples.

Yesterday, the ground was very slippery, and the Japanese, wearing rubber shoes, provided amusement to the spectators by frequently measuring their length on the ground, especially in the first set. The Japanese carried all before them in this set, which they won without giving their opponents a game. For this result Nomura was mainly responsible. He has a tremendously hard service, which, coming right across the court, is very deceptive. In addition, his smashing at the net was fishy in the extreme. Mikami, who is said to be the better player, did not seem so yesterday, but he is undoubtedly a "heady" man, who trusts much to a splendid forearm drive from the base-line, and a powerful volley from the vicinity of the service-line. Jennings and Kent fared badly. There were no long rallies, the pace set by the Japanese, regardless of style (of which they have little), being evidently too hot for them.

In the second set the Hongkong pair improved perceptibly, and, as the Japanese began to be a trifle more careful in their efforts not to slip, play was much more even. Kent won the first game, and Nomura, who did not lose a service in the match, equalised. Then the Hongkong couple won three games in succession, thanks to good work at the net by both Kent and Jennings, especially the latter. At this stage the Japanese equalised by fast play, during which were seen the only two or three long rallies in the match. Jennings' accurate service gave his partner and him the lead again, but the Japanese were playing too well to be stopped, and they won the next two games, and thereby the set, by 7-5, and the match by 6-0, 7-5.

PRESENTATION TO A CHINESE WAR-WORKER.

GOVERNMENT'S RECOGNITION OF DILIGENCE IN KNITTING SOCKS.

In the Council Chamber, yesterday, in the presence of the Hon. Mr. A. G. M. Freeman, the Hon. Mr. E. R. Hallifax, and a few ladies, the Officer Administering the Government (Hon. Mr. Claud Severn), presented a gold wrist-watch to Ng Kwan Chak in token of the Government's appreciation of his diligence in knitting articles for the troops.

In making the presentation H.E. said that he had had the pleasure of meeting Ng Kwan Chak on a previous occasion, and finding out what he had done. It was felt that his self-denying work in giving up his spare time to knitting socks and various other articles for His Majesty's troops, who were engaged in fighting on behalf of all of them, was so remarkable that it would be only right to recognise it. Ng Kwan Chak had knitted 193 pairs of socks, many helmets, and other garments not counted, which had been forwarded to the troops through the Union Church Working Party. He had also prepared hundreds of small articles for sale on Heather Day and St. George's Day for the last four years. He had received numerous letters of thanks from the troops. The small presentation made to him was a token of appreciation from the Government of Hongkong.

The watch bore the inscription "Presented to Ng Kwan Chak by the Government of Hongkong in appreciation of his diligence in knitting articles for His Majesty's Troops, 22nd May, 1919."

Ng Kwan Chak, who has been in the employ of Mrs. Milroy for the past 10 years, and was taught knitting by her, bowed his thanks, and the small gathering dispersed.

You will notice that the dividend we recommend is almost equal to our interest, which is satisfactory, seeing that it enables us to add to our Reserves and increase the value of our association with the Union Insurance Society of Canton.

The wisdom of this association is again illustrated by the increase in our premium for 1918 by over \$400,000, and the percentage of losses on this year's account shows a commendable reduction. There are, of course, many more claims to come in, but your Directors feel confident that the final out-turn of the year will be in every way satisfactory.

The report and statement of accounts were adopted on the proposition of the Chairman, seconded by Mr. MURRAY.

Messrs. A. O. Lang and J. A. Plummer were re-elected Directors on the proposition of Mr. Mansfield, seconded by Mr. B. M. C. da Cunha.

Messrs. A. R. Lowe and C. B. Brown were re-elected auditors on the proposition of Mr. Hodgson, seconded by Mr. B. M. C. da Cunha.

The Chairman stated that dividend warrants were ready and could be had on application at the office. The meeting then terminated.

LANE, CRAWFORD & CO.

AT LAST

WE CAN SUPPLY THE FOLLOWING ITEMS FROM STOCK.

"JAQUES" WATER POLO BALLS "TAYLORS"

CROQUET SETS, LAWN BOWLS,

TENNIS POSTS TENNIS BALLS TENNIS NETS

HARD AND GRASS COURTS

INCLUDING AYRES', SLAZENGERS', SPALDING'S, WRIGHT AND DITSON'S.

(SLAZENGERS AND SPALDING'S PACKED IN METAL BOXES.)

GOLF TEES GOLF BALLS HICKORY SHAFTS

SILVER KINGS (GREEN DOTS) \$1.10 each. ARCH COLONELS (TWO WEIGHTS) \$1.10 each. PLES COLONELS (YELLOW DOTS) \$1.10 each.

GLORY DIMPLES \$1.00 each. MIDGET DIMPLES \$1.00 each. DUMINO DIMPLES \$1.00 each.

THE "BOB" 60 cents each. PATENT COLONELS \$1.00 each.

INDOOR GAMES

INCLUDING "MINORU," "MANIFESTO," "ROULETTE"

SPECIAL TERMS TO CLUBS, COLLEGES AND SERVICE TEAMS.

VICTORIA THEATRE

TO-NIGHT 9.15 p.m. TO-NIGHT

CHARLIE CHAPLIN

in "A DOG'S LIFE"

HAROLD LLOYD

in BRIDE & GROOM

HANDS UP.

Episode 4—The Phantom's Trail.

BOOKING AT ANDERSON'S.

MACARONI, VERMICELLI, NOODLES.

AND ALL KINDS OF PASTE. AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply: CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known "Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2395. Manufacturing:—19/23, ARGYLE STREET, Mongkok, Tel. No. K282. Hongkong, March 3rd, 1919. (489)

Powell Ltd.

TELEPHONE 346

"ATLAS" REGD.

SHIRTS AND PYJAMAS

WEAR AND DYE

GUARANTEED.

New stock just received in SMART DESIGNS

in TAFFETA, FLANNEL, ZEPHYR, OXFORD, etc.

WITH STIFF or SOFT DOUBLE CUFF.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EMPIRE DAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-MORROW (SATURDAY), MAY 24TH, 1919.

By Order,
A. R. LOWE,
Secretary.
Hongkong, May 23rd, 1919.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

EMPIRE DAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-MORROW (SATURDAY), MAY 24TH, 1919.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries.
Hongkong, May 23rd, 1919.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE General Agents have with the sanction of the Consulting Committee (obtained at a Meeting of such Committee held on May 15th, 1919) made a call of \$50 per Share in respect of the monies unpaid on the Shares held by Members of the Company such call being payable on June 3rd, 1919, to the General Agents at their Office No. 18, Leeder Street Hongkong.

The General Agents have further (with the like sanction obtained at the same meeting) determined to employ the sum of \$200,000 in paying a special dividend of \$50 per Share on the Shares held by Members of the Company. The said dividend is payable on June 4th, 1919. Dividend Warrants can be obtained on application to the General Agents at the above address.

Should any Shareholder fail to pay the amount of the said call on June 3rd, the General Agents will on June 4th, apply to the Court for an order for the sale of the Shares held by him in satisfaction of the said call.

After payment or satisfaction of the said call in the manner above indicated, a note showing the extent to which the shares are then paid up will be endorsed on all Certificates of Shares presented at the Offices of the General Agents.

THE TRANSFER BOOKS and REGISTER of Members will be CLOSED from May 31st to June 4th, 1919, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
THE CANTON INSURANCE OFFICE, LTD.
Hongkong, May 23rd, 1919.

SIEMENS CHINA ELECTRICAL ENGINEERING COMPANY, (HONGKONG) LIMITED.

SIEMENS CHINA COMPANY—BERLIN, FRANK EMIL AUGUST EHRHARDT.

CREDITORS are required to send in their Claims against the above to the undersigned, at Alexandra Buildings, Des Voeux Road, on or before SATURDAY, MAY 31ST, 1919.

C. BERNARD BROWN,
Liquidator.
Hongkong, May 19th, 1919.

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

NOTICE IS HEREBY GIVEN that, owing to the Undersigned proceeding home on leave, MR. RIGBY H. F. KEWLEY will take charge of the Company's Hongkong Branch as Acting Local Manager as from MAY 21ST.

JOHN DE B. LANCASTER,
Acting Local Manager.
Hongkong, May 18th, 1919.

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All moneys paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.

UNION INSURANCE SOCIETY OF CANTON, LTD.

FOR SALE.

A PORTABLE GARAGE, with all appurtenances, and a Fire-seater Car used only 14 months. No reasonable offer will be refused. Owner leaving Colony.

Apply—
Box 773,
Care of "Daily Press" Office.

PHILIPPINE HATS

ARE YOU INTERESTED?

SEE the most complete line ever brought into this Colony WHOLESALE AND RETAIL. Room 481, HONGKONG HOTEL, Office Hours, 2.30 P.M. to 7 P.M.

STAMPS BOUGHT.

All Sorts of Postage, Revenue and Telegraph Stamps purchased in large quantities. Cash per return mail.

H. ROSS-SHELLES & CO.,
4, Eldon Street, London, E.C.3, England.
(Bankers: National Provincial & Union Bank of England).

INTIMATIONS

HONGKONG POLO CLUB.

EMPIRE DAY.

WEATHER Permitting, a POLO CLUB GYMKHANA will be held at the RACECOURSE, HAPPY VALLEY (by kind permission of the Stewards, Hongkong Jockey Club) on SATURDAY next, MAY 24TH, at 4 P.M. Admission \$1.00 (including Tea) Children under twelve Half-price.

Programme includes:—
TENT FENCING, BRAIN-FEVER RACE, MOUNTED COMBAT, &c., &c.
Cash Sweeps.

S. E. GRIMSTONE,
Hon. Secretary.
Hongkong, May 19th, 1919.

WANTED AT ONCE

A CLERK with some knowledge of Bookkeeping—must have first-class credentials.
Apply in writing to—
BRITTON,
Care of "Daily Press" Office.

Box 788,
Care of "Daily Press" Office.

WANTED.

ADDITIONAL STEWARD for S.S. "NEURALIA" for voyage to London.
Full particulars on application to—
MACKINNON MACKENZIE & CO.,
Agents.

Box 784,
Care of "Daily Press" Office.

WANTED.

COMPETENT ENGINEER with Good Shop Training for Local Engineering Works.
Apply stating experience and salary required to—
Box No. 777,
Care of "Daily Press" Office.

Box 777,
Care of "Daily Press" Office.

SITUATION WANTED.

PORTUGUESE with several years mercantile experience versed in Import, Export, Book-keeping and General Office Work is open for engagement. Possesses A-1 testimonials.

Apply—
Box No. 784,
Care of "Daily Press" Office.

Box 784,
Care of "Daily Press" Office.

TO LET.

AT THE PEAK with immediate possession, No. 2, MOUNTAIN VIEW, Furnished or Unfurnished.

Apply to—
H. E. POLLOCK,
Supreme Court.

Box 735,
Supreme Court.

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.

Address—
"A. B.,"
Care of "Daily Press" Office.

Box 569,
Care of "Daily Press" Office.

TO LET.

NO. 103, THE PEAK, 4-Roomed House at the Peak.

Apply to—
PERCY SMITH SETH & FLEMING.

Box 523,
Percy Smith Seth & Fleming.

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.

For particulars apply to—
"X.Y.Z.,"
Care of "Daily Press" Office.

Box 1434,
Care of "Daily Press" Office.

TO LET.

A FLAT in Nathan Road, Kowloon.

A Four-Roomed House in Gordon Terrace, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.

Box 31,
Alexandra Buildings.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by May 24th, at Noon will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 20th, 1919.

INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, HONGKONG, TO-DAY (FRIDAY), the 23rd day of MAY, 1919, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1918.

To REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 18th day of May to MONDAY, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN C. HUMPHREYS & SON,
General Managers.
Hongkong, May 18th, 1919.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, HONGKONG, on THURSDAY, MAY 29TH, 1919, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending April 30th, 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 31st instant, both days inclusive.

PEAK TRAMWAYS COMPANY, LTD.,
JOHN C. HUMPHREYS & SON,
General Managers.

Hongkong, May 20th, 1919.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the year ending 30th June, 1919.

THE BOARD having declared an INTERIM DIVIDEND of One Shilling per Share, free of Income-Tax, for the year ending 30th June, 1919, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividends on presenting No. 12 Coupon of the Bearer Shares and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

THE RUSSO-ASIATIC BANK.

THE BANQUE DE L'INDO-CHINE.

The Payments will be made in either Dollars or Taels at the holder may wish, at the buying rate of exchange of the day.

THE KAILAN MINING ADMINISTRATION.

Hongkong, May 18th, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-DAY (FRIDAY),

May 23rd, 1919, commencing at 11 A.M., at his Sales Rooms, Duddell Street.

10 Bales "ANTIQUE" WOVEN PAPER 47" x 27", 50 lbs. to each.

On view now.

Terms—Cash on Delivery.

GEO. P. LAMBERT,
Auctioneer.

Box 789,
Auctioneer.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2331.

FAVOURABLE with instructions from The Concerned,

will sell by Public Auction, TO-DAY (FRIDAY), May 23rd, 1919,

at 2.30 P.M.,

EXCELLENT HOUSEHOLD FURNITURE

Comprising:—

Chestfield Couch and Arm-Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Brass Fenders, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofa, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirrors, Wardrobes, Linen, Dining Chairs, Silver Ware, Cabinet, Bookcase, Dinner Crockery, Glassware, Ornaments, Pictures, Curtains, Bed Steaks, Clocks, Marble-top, Washstands, Cooking Stoves, Cutlery, Toilet Sets, Electric Reading Lamps, Cabinets, Slideboards and a long line of Sundries.

Also

"Fox Terrier" pup.

Catalogues will be issued.

Terms—Cash on Delivery.

Hongkong, May 20th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2331.

FAVOURABLE with instructions from The Concerned,

will sell by Public Auction, on TUESDAY, May 27th, 1919, at 2.30 P.M.,

ONE OF THE LARGEST AND OLDEST STOCKS OF CHINESE PROCLAINS

AND CURIOS EVER PLACED ON

AN AUCTION FLOOR FOR SALE.

A Large Variety of 3-coloured and 2-coloured Vases and Plates, Blue and White Vases, and Figures, etc., including Lacquer Banners of Sung and Wang Dynasties, Peking Cloisonne, Crystal, Agate and Jade Stone Vases and Ornaments, etc., and a number of Snuff Bottles.

Also

Lacquered Screens, Panels, Old Chinese Engravings and Kakeemonos and a long line of Sundries.

Catalogues will be issued.

Terms—Cash on Delivery.

Hongkong, May 20th, 1919.

INTIMATION

WATSON'S FORMAZONE

(REGISTERED).

A Refreshing, Invigorating and

and Palatable Drink. Particularly

suit-d for Tennis, Shooting and

Bathing Parties.

at \$1.20 Per Dozen.

Splits 70 Cts. "

A. S. WATSON & CO. LIMITED.

AERATED WATER MANUFACTURERS

TEL. 438

DEATHS.

HAYS.—At the Isolation Hospital, Shanghai, on May 18th, JOHN HAYS, only son of Canon John Hays, of Navenby, Lincolnshire, aged 48 years.

LOAN.—At 84, Avenue Road, Shanghai, on May 18th, ELIZA, widow of the late W. B. LOAN, L.M. Customs, aged 60 years.

ACKNOWLEDGMENT.

Mrs. JACK and family beg to acknowledge with many thanks the many expressions of sympathy they have received in their said bereavement.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.4.

The Daily Press.

HONGKONG, MAY 23RD, 1919.

IS IT A GAME OF BLUFF?

Tax discussions during the last few days have shed very little light upon Germany's real intentions, with regard to the Peace terms.

The attitude of her delegates at Versailles, which apparently aroused the ire of some of our Colonial statesmen and Labour leaders, need not be taken too seriously.

It is a matter of small moment whether Count von RANTZAU retained his seat at the Conference out of a desire to be insolent or because, overcome by the humiliation of his position, he feared that his knees would refuse to support him.

The former is the more natural interpretation to place upon his action because it is hardly to be expected that Germany has changed her nature so soon, or that her representatives, bullying and overbearing in the hour of success, could be anything but sullen in the days of defeat.

The question of whether the peace terms will be accepted or rejected, however, does not depend upon the psychology of the German mind.

It will be decided on a soulless consideration of policy, the issue simply being whether the country will lose more by co-operating wholeheartedly with the Allies in an endeavour to redress the grievous wrongs which have been committed than by casting upon the Allies the onus of enforcing the terms as best

they can. At first sight it seems almost inconceivable that the German people will deliberately revert to the conditions prevailing before the Armistice; that they can contemplate with equanimity a renewal of the blockade and a resumption of hostilities.

On the other hand, they may argue that it would be as impossible for the Entente to make war upon a country which has no organised means of defence as it would be to allow seventy millions of people to starve to death.

Refusal to accept the peace terms will mean that the Allies will have to take over the administration of a hostile and disorganised country.

The mere suggestion of intervention in Russia is enough to daunt the boldest imagination. Similar conditions might easily be produced in Germany, and in the present world-wide unrest it is not improbable that German statesmen will endeavour to drive a good bargain upon the assumption that the Allies cannot calmly face the possibility of the whole of Europe becoming a seething mass of revolution.

The saner elements urge that Germany must bow to compulsion and sign the treaty, "as abstention would mean the detention of prisoners, occupation of districts producing raw materials, the sharpening of the blockade, unemployment, famine and death to the masses, ultimately bringing a terrible catastrophe compelling signature."

In opposition to this, Count von RANTZAU represents that the signing of the Treaty will be equivalent to passing the death-sentence on many millions of Germans because, owing to the loss of important productive regions, raw materials will be unobtainable in sufficient quantities and industry will be destroyed to an enormous extent.

There will not be enough work for all in Germany, and emigration will be practically impossible on account of the embargo which many countries have raised against the peoples of the Central Empires.

The situation as it is presented to the masses is calculated to lead them to believe that they are between the devil and the deep sea, and that, in the circumstances, it is not a matter of great moment which course they adopt.

We may be quite sure as to the side upon which the emissaries of Lenin are working with the unlimited amount of paper money at their disposal.

Germany has to pay a penalty and it means much to us whether in this last moment she agrees to pay it or leaves the Allies to exact it at the point of the bayonet.

The decision trembles in the balance, and from the information available it is impossible to state with any certainty into which scale the greater weight will be thrown.

It seems reasonable to believe, however, that in the end the Germans will submit under protest if, as Lord Curzon indicates, the Allies are determined not to allow any serious modification of the Treaty, be the consequences what they may.

In the meantime, of course, the Government at Berlin has nothing to lose, even though there be little to gain, by making a show of resistance and coquetting with Bolshevism.

They know that the terms are not so harsh as those which they would have imposed in the event of victory.

All Fire and Marine Insurance offices will be closed for the transaction of public business to-morrow (Saturday).

Mr. R. M. Dyer and Mr. F. Nightingale returned to the Colony, yesterday, on the *Nilwara* from Shanghai.

Prince Yugula of Siam returned to Hongkong, yesterday, en route for Bangkok, after a short visit to Japan.

The members of Craigengower Cricket Club will be "At home" to their friends at the Club house on Saturday from 4 to 7 p.m.

The total output of the Kailan Mining Administration's mines, for the week ending May 10th, amounted to 73,303 tons and the sales to 68,752 tons.

A Chinese was arrested in the act of cutting a hose-pipe, installed in a Chinese mat-shed theatre, in Kowloon, and was sentenced to three months' hard labour, at the Magistracy, yesterday, by Mr. Hutchison.

Amongst those who left the Colony yesterday, for Australia, on the *Ali Maru*, were Mr. H. P. Winslow, Manager of the Kowloon-Canton Railway; Mr. S. G. Newall, Manager of the South British Insurance Co., Hongkong, and Mrs. Newall.

Four cases (two deaths) of bubonic plague, three cases (one death) of cerebro-spinal fever, and one case (one death) of small-pox were reported in the Colony on Wednesday.

The *Empress of Asia*, which arrived in port at noon yesterday, brought a big contingent of visitors to Hongkong.

Amongst those who returned on her were Mr. G. Grimble and Miss Grimble, who went to Japan to meet Capt Eric Grimble and his wife.

We have received from the Postal Commissioner at Nanning a copy of a recently published postal map of Kwangsi. It is the most up to date map that has yet been issued of that Province and should prove of use to all having business relationship with the interior. The map can be purchased for a few cents.

The Hongkong Chinese who took part in the Olympic Games at Manila returned yesterday on the *Empress of Asia*. The wins scored by the South China Athletic Club at football, by Ng Sze Kwong at tennis, and by Douglas Laing (Leung Kwok Sam) at swimming were in a large measure responsible for China having gained 12 points.

The timely intervention of the Police prevented a serious faction fight in Cross Street, Wanchai. Hearing a commotion, a number of constables hurried to the scene, and arrested a Chinese, who had a hammer in his hand. The others dispersed when they saw the Police. The man was fined \$10, at the Magistracy, yesterday, and bound over in a bond of \$50 to keep the peace.

At the Union Church, yesterday, Mr. Wan Lu Shing, B.Sc. (Lond.), son of Dr. Wan, of Hongkong, was married to Miss Chan, Mui Sen, daughter of Mr. Chan Kwai Chuk, a well-known Shanghai merchant. The bride, who was given away by her father, was attended by Miss Chan, Miss Cheung, and the Misses Lee as bridesmaids. Mr. Charlie Chan acted as best man. The Rev. Dr. T. W. Pearce, assisted by the Rev. G. H. Wells and the Rev. Cheung Chuk Ling, conducted the ceremony.

The *Shinyo Maru*, which leaves Hongkong to-day for San Francisco, is so full that the Company has had to refuse accommodation in every class, even to Shanghai. Amongst those who are leaving on her are Lady Ross Davies, for Shanghai; Mr. and Mrs. W. J. Tutcher, for Japan; Mr. and Mrs. J. M. de Rocha, for America; Mr. E. Ohno, Manager of the Yokohama Specie Bank, who has been transferred to an office in Japan, and Mrs. Ohno; Mr. J. de B. Lancaster, who goes on long leave; Mrs. L. Mooser, the mother of one of the "Pinkies" for Shanghai; Mr. E. Grant Smith, of Messrs. Dodwell & Co., who is going home; Mr. T. L. Miller, who recently did some expert engineering work for Messrs. Butterfield & Swire and is now going home; Mr. H. C. Shrubsole, of the Nestle's Swiss Milk Co., Canton, who is going home; and Major Barrow, who is also going home.

WILL GERMANY SIGN THE TREATY?

ALLIES PREPARED FOR EVERY EMERGENCY.

AFGHAN REVOLT SUBSIDING.

IMPORTANT BRITISH VICTORY AT DAKKA.

ITALY'S COLONIAL DEMANDS.

HOME PEACE CELEBRATIONS FROM AUGUST 3RD-5TH.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE PEACE TREATY. AN UNPUBLISHED CLAUSE.

PARIS, May 16th.
The German Peace Treaty contains a hitherto unpublished clause providing for its ratification by Germany and three of the principal Allied and Associated Powers to make the Treaty operative between the warring parties, and enabling an immediate resumption of trade.

MEASURES TO ENSURE SIGNATURE.

Lord Curzon, in a speech at the Primrose League Meeting, at Caxton Hall, stated that, if the Germans refused to sign the Peace Treaty, the Allies were not unprepared for every emergency.

MISSION TO BE DESPATCHED.

LONDON, May 16th.
In the House of Lords, Lord Curzon, continuing his statement on the Egyptian situation, said that all well-instructed foreign opinion interested in Egypt's prosperity appreciated the British Protectorate.

The Sultan had been assured that the Egyptians would be fully enabled to state their views regarding the definition of the Protectorate or the necessary constitutional or administrative changes or other vital matters, before any decisions were arrived at. It had always been the Government's intention to send a strong Commission to Egypt, at the earliest possible moment, to determine the nature of the new Protectorate.

CASUALTIES DURING THE DISTURBANCES.

LONDON, May 16th.
In the House of Commons, on May 15th, Mr. Cecil Harmsworth, in the course of a lengthy statement on affairs in Egypt, quoted the following casualties during the recent outbreak:
British soldiers, 57 killed and 70 wounded.
British civilians, 4 killed.
Indian soldiers, 8 killed and 40 wounded.
Armenians in Cairo, 15 killed and 30 wounded.
Greeks in Cairo, 4 killed and 2 wounded.
He regretted that nearly 1,000 Egyptians were killed.
He emphatically affirmed that the Government had no intention whatever of relinquishing the task of governing Egypt in association with the Sultan.

PEACE CELEBRATIONS AT HOME.

ON AUGUST 3RD-5TH.

The Times reports that it has been decided to hold the national Peace Celebrations on August 3rd, 4th and 5th, if peace is signed by then.

AUSTRIA.

RENCH LOAN FOR PURCHASE OF SUPPLIES.

PARIS, May 15th.
M. Pichon, in a statement to the Budget Committee, explained his reasons for asking authority to advance \$15,000,000 to Austria to enable her to secure supplies. The Government hoped that thereby Austria would not be compelled to bind herself to Germany.

ITALY'S COLONIAL DEMANDS.

CLAIMS IN CENTRAL AFRICA.

PARIS, May 16th.
Italy's colonial demands include considerable claims on the Red Sea, Tania, the hinterland of the Tchad region, and Central Africa.

INTERNATIONAL WOMEN'S CONGRESS.

A SERIES OF DEMANDS.

ZURICH, May 15th.
The International Women's Congress, sitting at Zurich, is discussing a number of demands for insertion in the Peace Treaty, including equal rights for women in every domain of life, measures for the protection of divorced wives, protection of women against the White Slave traffic, men's responsibility as regards illegitimate children, and the insurance of expectant mothers.

NURSE EDITH CAVELL. IMPRESSIVE SCENES AT NORWICH.

LONDON, May 16th.
The journey of Nurse Cavell's remains to Norwich was as impressive as a Royal funeral. Schools were drawn up along the whole route, boys and girls standing at attention.

The workmen in industrial districts assembled, with bare heads, and troops in military areas saluted as the train passed. For two miles, on arriving at Norwich, the procession passed a densely lined route to the Cathedral, which was packed. The final scene was very impressive—as the coffin was lowered into the flower-lined grave, which will be the site of a new chapel to Norfolk's fallen soldiers and sailors.

The Bishop of Norwich delivered an address at the graveside.

THE TRANS-ATLANTIC FLIGHT.

OFFICIAL ANNOUNCEMENT OF THE START.

WASHINGTON, May 16th.
The Navy Department has officially announced the start of the Trans-Atlantic flight, and has simultaneously published a series of orders, issued on April 15th, providing for the very elaborate guidance of the seaplanes.

The route to the Azores is marked by destroyers 50 miles apart, equipped with wireless and illuminants.

When a seaplane is not sighted at the time due, destroyers will make smoke clouds, show their searchlights, fire star shells and notify the next destroyer on the west.

Signals are arranged by which a seaplane forced to descend in the darkness can communicate its position and condition.

The ultimate objective is Plymouth.

PRELIMINARY ARRANGEMENTS.

TREPASSEY, May 16th.
After cruising in the harbour, both American seaplanes returned and began discharging excess fuel, apparently preliminary to a new start.

The N.C. 3 has started for the Azores.

TREPASSEY, May 15th.
This evening N.C. 1 and N.C. 3 returned to their moorings. They have abandoned the trans-Atlantic flight for tonight.

TREPASSEY, May 16th.
The seaplane N.C. 4 has arrived from Halifax.

FROM TREPASSEY TO ST. JOHN'S.

TREPASSEY, May 16th.
Three American seaplanes successfully started for the Azores.

WASHINGTON, May 17th.
The official times of starting from Trepassy (American time) are as follows:—N.C. 3, 6.06; N.C. 4, 6.08; N.C. 1, 6.09.
The Navy Department has announced that N.C. 4 returned to Trepassy after flying for 77 minutes, but officials are of opinion that the despatch reporting the return of N.C. 4 was garbled in transmission.

THE START FROM ST. JOHN'S.

ST. JOHN'S, May 17th.
The seaplanes, after four hours' rest, rose in triangular formation. N.C. 3, leading, headed eastwards at 60 miles an hour and passed Cape Race at eight o'clock. This is the last land-fall until the Azores.

ON THE WAY.

ST. JOHN'S, May 16th.
A bulletin timed 10.30 in the evening from the second patrol-ship on the line to the Azores states that three seaplanes just passed her, going strong.

WASHINGTON, May 17th.
It is officially stated that the American seaplanes passed the destroyer Ward, acting as a station ship, 3,000 miles from Trepassy.

NAVAL AIRSHIP'S ATTEMPT.

ST. JOHN'S, May 15th.
A naval airship has arrived at St. John's. The Daily Mail states that it will cross the Atlantic direct to England.

ST. JOHN'S, May 16th.
An American airship made a successful landing, but subsequently broke away from her moorings and drifted towards the sea. Nobody was aboard.

ST. JOHN'S, May 16th.

The dirigible C.H., which drifted seaward, had flown from Long Island for 24 hours and 40 minutes without a stop.
An American destroyer has started out with orders to bring down the dirigible by gunfire if it is located.

ST. JOHN'S, May 16th.

An American airship has fallen into the sea, 35 miles from the shore.

FIGHTING BOLSHEVISM. VICTORIOUS ADVANCE OF FINNISH TROOPS.

COPENHAGEN, May 15th.

The National Tidende reliably learns that General Mannerheim, commanding the Finnish troops, has reached Rjdosstrov, a few miles from Petrograd. He expects shortly to take the city. The Bolshevik authorities have fled.

LORD JELICOE'S TOUR. ARRIVAL IN WESTERN AUSTRALIA.

ALBANY, May 16th.

Lord Jellicoe landed here to-day. The town was bedegged and decorated. He was accorded a civic reception.

INTERNATIONAL RED CROSS LEAGUE.

A NEW DIRECTOR-GENERAL.

LONDON, May 16th.

Lieut. General Sir David Henderson has accepted the post of Director-General of the new International League of Red Cross Societies.

THE JAPANESE NAVY. MEDITERRANEAN SQUADRON RETURNING HOME.

MALTA, May 15th.

The Japanese squadron in the Mediterranean has sailed, on its return to Japan.

BRITISH SHIPBUILDING. A GOVERNMENT PROPOSAL REFUSED.

LONDON, May 16th.

The Federation of Shipbuilding and Engineering Trade Unions, at a meeting in Cardiff, rejected the Government offer to hand over the Beachley and Chepstow shipbuilding yards to be run under the joint management of capital and labour.

LONDON-PARIS AERIAL MAIL SERVICE. A MISHAP AT BOULOGNE.

BOULOGNE, May 16th.

A British postal aeroplane crashed down in the harbour, and was towed into dock. The mails have been landed. The bodies of two officers, who were thrown into the sea, have not been recovered.

RACING AT HOME. THE JUBILEE HANDICAP.

LONDON, May 17th.

The Jubilee Handicap, which was run at Hurst Park, owing to military occupation of Kempton Park, resulted as follows:—

Arlon	1
Not Much	2
Grand Fleet	3

Eleven ran. Arlon won by six lengths, a length and a half separating second and third.

Betting: 10 to 1, Arlon; 100 to 8, Not Much; 100 to 6, Grand Fleet.

POLAND.

M. PADEREWSKI RESIGNS.

LONDON, May 17th.

The Morning Post Warsaw correspondent, in a message dated May 16th, states that M. Paderewski has resigned the Premier'ship. His resignation has not been accepted by the Diet.

The crisis was due to the refusal of the Diet to support M. Paderewski's pledge in Paris that the Polish offensive cease.

SHARE OF GERMAN MERCHANT FLEET REFUSED.

PARIS, May 16th.

The Council of Foreign Ministers has refused the request of the Polish Government to have a part of the German merchant fleet allocated to Poland.

IMPORT RESTRICTIONS. LICENCES FOR CERTAIN ARTICLES.

LONDON, May 16th.

The Board of Trade notices that general licences will be issued permitting the importation of soap, butter, oleaginous, olive oil and fresh fruit (except pears and grapes) articles of food containing sugar, sweetened or mineral waters, and gherkins in brine.

BRITISH NAVAL MISHAP. H.M.S. "CURACOA" STRIKES A MINE.

LONDON, May 16th.

H.M.S. Curacoa struck a mine in the Baltic. There were no casualties. The damage was slight. She is proceeding to England for repairs.

THE SITUATION IN NORTHERN INDIA. A BLOW TO AFGHAN PRESTIGE.

LONDON, May 16th.

Reuter learns that the capture of Dakka Fort by General Barrett's troops on May 13th was a very important strategic operation. It is regarded as a very serious blow to Afghan prestige.

It has definitely stopped the menace to Lundi-Kotal, and is militarily considered to indicate that the movement will fall out.

EARLIER CABLES.

ANOTHER REQUEST FOR CESSATION OF HOSTILITIES.

SIMLA, May 15th.

The Afghan Commander-in-Chief has sent a letter to the Political Agent at Khyber asking for a cessation of hostilities.

AEROPLANES AT WORK.

SIMLA, May 15th.

Reuter's special correspondent at Peshawar, telegraphing to-day, states that the work of the aeroplanes which are proceeding daily to unknown and dangerous country where no landing is possible.

The machines go off and often do not return until dusk.

Our aeroplanes recently bombed a military objective at Baga near Jallalabad.

The Afghan abandonment of Dakka is largely due to four of our aeroplanes.

The machines greatly assisted the troops in the recent fighting, machine-gunning and dropping bombs on the enemy.

As scouts they were invaluable in covering the country in front of Khyber, and passing the Zakkha, Khebab and Mohmand countries.

Prompt information was given of the arrival of Afghan levies on our flanks, helping appropriate action.

The enemy is reduced to the necessity of doing movements by night. The roads are deserted and empty by day.

The Afghans are afraid to pitch their camps, passing the day in widely scattered nooks and crannies in the hilly country.

Since the dropping of bombs of the largest size on the military objective at Jallalabad, the bazaars have been empty.

Aeroplane have been used for propaganda, dropping 1,000 copies of the Viceroy's proclamation on the Jallalabad Road.

FIGHTING AT DAKKA.

The panic-stricken Afghans abandoned Dakka before our troops approached. The Shinwaria entered the town for the purpose of looting but fled at the sight of our cavalry, leaving the town half sacked.

We found a quantity of war material, including 303 ammunition. The inhabitants left money and jewellery behind.

On Thursday, after a night march, a large Afghan concentration occupied a ridge west of Dakka and made a faint-hearted attack on Friday. They were easily beaten off. On Saturday we attacked the Afghans, who, in attempting to stand, sustained heavy losses. We captured the ridge.

An official report says:—The Afghans attacked our position at Dakka on the 18th inst., but were driven off after heavy fighting. They abstained from further attacks during the night. On the morning of the 17th, our force at Dakka attacked the Afghans. The enemy was estimated to number eight battalions, with many guns and is believed to have been augmented by tribesmen. Aero-planes co-operating, bombed Basawal and Jallalabad.

Our troops at Khyber cleared the hill south of Ali Musjid, snipers causing trouble and annoyance to our convoys. One aeroplane reconnoitring was forced to descend in Bazar Valley. Lieutenants Barker and Hoare, airmen, report that they were well treated at Zakkha. Khebab. The attitude of the Border tribes is satisfactory in spite of efforts by the Afghans to embroil them against us.

SIR DOUGLAS HAIG.

LIKELY TO COMMAND INDIA'S FORCES.

LONDON, May 15th.

The Times says that when General Sir Charles Monro retires, it may be assumed that Field-Marshal Sir Douglas Haig will have an opportunity of succeeding him.

[General Sir Charles Carmichael Monro has been Commander-in-Chief of the forces in India since 1916. He was in command of the 1st Army Corps in 1915-16. He was mentioned in despatches twice.]

THE SILVER MARKET.

FORTY-TWO YEARS' RECORD BROKEN.

LONDON, May 15th.

Messrs. Samuel Montagu & Company's report on the silver market says the removal of the maximum price and the free grant of export licences has had a very great and immediate effect on the market.

Owing to the absence of stock silver, from which instant Continental demands could be supplied, the price has moved with absolutely unprecedented speed.

The quotation of 84d. on the 16th inst. was a record since January, 1877. Subsequently, sufficient supplies were forthcoming to meet the demand and this caused lower rates.

The China exchanges have not moved in anything like the same proportion as the value of silver. The quotation to-day equals 8 3/10d. to the tole, excluding expenses of transmission compared with the cable rate of 8 1/2d.

DEATH OF MR. W. C. JACK. LARGE ATTENDANCE AT THE FUNERAL.

It is with regret that we have to record the death, which occurred at his residence in Kowloon on Wednesday evening, of Mr. William Charles Jack, M.I.N.A., head of the well-known engineering firm of W. C. Jack & Co., Ltd.

It was not known to many that Mr. Jack had been ill and consequently the news of his death came as a great shock. He contracted jaundice a few months ago, resulting in internal troubles. At the end of his illness he was in the last few hours on Wednesday evening he was unconscious.

Born at Portsoy, Scotland, in 1837, Mr. Jack served his apprenticeship as a Marine Engineer at George Clark's Southwick Engine Works, Sunderland, subsequently going to sea as an Engineer for a short period. In 1867, he was appointed Engineer in Chief of the "Service Subventionne des Correspondances Fluviales," Tonkin, remaining in that post for eleven years. During his tenure of office he superintended the building of a fleet of river steamers, including the Yunnan, the first steam vessel to navigate the Red River successfully and reach the Chinese frontier through Tonkin. For this he received the decoration of the Officer of the Order of the Imperial Dragon of Annam from the French Government. In 1898, he came to Hongkong and joined the Hongkong and Whampoa Dock Company as Superintendent Engineer, and, as their representative, contracted with Admiral Dewey for the salvage of sunken Spanish war vessels in Manila Bay, three of which were successfully floated and refitted for the U.S. Navy. Between 1901-03, Mr. Jack was Assistant Manager of the Docks, conducting several salvage operations. In 1905 he contracted, in conjunction with Sir Paul Chater, for the salvage of the French cruiser Sully, stranded in Tonkin Bay. Just as the work seemed to have been completed, however, a big typhoon destroyed the vessel. About 18 years ago, Mr. Jack left the Dock Company and started business with Mr. Wilks as Consulting Engineers.

When Mr. Wilks left Hongkong the business was carried on under the name of W. C. Jack & Co., Mr. Jack being its head and remaining so until the time of his death.

The deceased took an active interest in the Shipbuilding and Engineering Institute of which he was President in 1904, and read several most interesting and instructive papers before the members, including one on the relative cost of shipbuilding locally and at home. He always endeavoured to stimulate interest in the scientific side of the Institute's activities and towards this end offered gold medals for the best papers. He was also a member of the General Committee of St. Andrew's Society and was an ardent and enthusiastic worker on behalf of War Charities. At the outbreak of war he joined "D" Co. of the Hongkong Defence Corps. His genial presence will be missed in several of the lodges of Freemasons in the Colony, especially the Eastern Scotia Lodge of which he was one of the founders and in which he held the office of substitute master.

The late Mr. Jack leaves a widow and family to mourn their loss and to them we extend our sincere sympathy. Two of his sons are serving in Salonika. One of his daughters was recently married at Shanghai, and another at Portland, Oregon.

THE FUNERAL.

The funeral took place yesterday evening, at Happy Valley, the Rev. V. E. Corry, M.P., conducting the service. There was a large attendance, including Dr. G. P. Jordan, District Grand Master of Scottish Freemasonry, and a number of Freemasons.

Among others present were: Messrs. B. M. Dyer, J. Reid, K. Greig, A. R. Lowe, P. Kremer, G. M. Shaw, A. Ritchie, J. W. Graham, R. Packham, B. L. Frost, J. Macdonald, P. T. Farrell, T. J. Tully, G. J. Harman, S. Baker, J. H. Underwood, H. Bridger, T. Cliphart, A. Stevenson, R. V. Cameron, J. Taylor, D. Templeton, A. Henderson, B. Henderson, J. Gardiner, A. Davidson, C. W. Brown, D. Muir, S. Musso, J. Parsons, A. Dubois, Jeannon, P. W. Ramsay, T. Petrie, D. W. Ramsay, Forsyth, A. D. Macdonald, J. Dalziel, E. M. French, J. Hyde, G. Jack, Keith, Neave, N. L. Easton, J. Hannon, Molvor, Mandin, G. W. Gagg, A. Stalker, Capt. T. Innes, Capt. French, Capt. H. Hall, Capt. T. Mitchell, and Lieut. Johnstone.

Amongst the wreaths sent were those from the following:—Wife and children, office of W. C. Jack & Co., Workshop of W. C. Jack & Co., Kowloon Cricket Club, Hongkong Electric Co., Hughes & Hough, Carmichael & Clarke, East-End Institution of Engineers & Shipbuilders, Committee, Institute of Engineers and Shipbuilders, the Hongkong Tramway Co., the Kowloon Dock staff, Brossard, Mopin & Co., Messrs. Lowe, Bingham & Matthews, United Asbestos Oriental Agency, Chairman and Directors of the Hongkong and Whampoa Dock Co., Wm. Powell & Co., Naval and Military Lodge, 24, S.O., East Scotia Lodge, 22, S.O., Grand Lodge of Scottish Freemasonry, Hongkong and S.C. Districts, St. John's Lodge, 618, S.O., St. Andrew's Society, P. H. Nye.

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS. RECONSTRUCTION IN CHINA.

LONDON, May 15th.

A message dealing with China and the League of Nations, the first portion of which has not yet come to hand, says:—

There was hardly any limit to the growth of the market for manufactures which China would offer under a better administration and with improved internal communications. The principle of the open door, with equal opportunities for all importing nations, must be strictly enforced. Britain and the United States had stood honestly together on behalf of that policy, and with their cordial co-operation, on which there was every reason to count, it could be made effective.

It was, however, through the League of Nations that the whole problem of reconstruction in China could best be approached. No nobler work could await it than in helping to save a great and ancient nation from its present strife and possible anarchy. Let us commend this task to the League as one of the most urgent awaiting its action.

Mr. Chang Ting-wang said China supported the League because it fully harmonised with their cherished ideals. Despite the adverse decision regarding Shantung, he still believed the League would right the wrongs of China. The application of Britain's portion of the Boxer Indemnity to educational purposes, would be tremendously valuable in cementing Anglo-Chinese friendship.

China could assist in preventing another world war by making herself strong. Moral force, not physical force, would command China's allegiance. China was proud to see young Western nations like Britain and the United States championing her own ancient ideals.

Sir Charles Addis said China's most urgent security was the national security which the League of Nations offered her in a way that could not be found in any other quarter. The great danger in the life of China was military despotism.

Mr. C. A. McCurdy said China's real contribution to the League would be to help to supply a foundation of pure morality.

COTTON COMMISSION FOR THE EAST.

LONDON, May 16th.

In the House of Commons, replying to Mr. Sugden, Sir Arthur Steel-Kendall said he hoped it would be possible, with the co-operation of the cotton industry, to arrange for the despatch of a Commercial Mission, including representatives of the interests concerned, to investigate the Eastern markets for cotton piece-goods. Any such Mission would take into account all questions appertaining to their inquiry, but it would not be practicable to authorise it to negotiate agreements on behalf of the Government.

GERMAN BANK IN CHINA.

LONDON, May 15th.

In the House of Commons, replying to Commander Bellairs, Mr. Cecil Harmsworth stated that the Government had no recent information as regards the progress made with the liquidation of the Deutsche Asiatische Bank in China. The British Minister had been asked to telegraph to report on the present position.

Mr. and Mrs. H. B. Bridger, Mr. and Mrs. A. Mackenzie, Mr. and Mrs. B. Baker, Mr. and Mrs. J. Thorburn, Mr. and Mrs. N. L. Hailton, Mr. and Mrs. J. Hyde and family, Mr. and Mrs. D. Harvey, Mr. and Mrs. C. W. Reynolds, Mr. and Mrs. D. Gow, Mr. and Mrs. Harvey Green, Mr. and Mrs. S. Bessy, Mr. and Mrs. D. Purves, Mr. and Mrs. Holt, Mr. and Mrs. W. O. Lamb, Mr. and Mrs. F. Wheeler, Mr. and Mrs. J. MacDonald, Mr. and Mrs. A. H. Milroy, Capt. and Mrs. Ritchie, Mr. and Mrs. T. Petrie, Mr. and Mrs. V. McC. Liddell, Mr. and Mrs. R. Packham, and Miss Packham, Mr. and Mrs. W. C. Jack, Mr. and Mrs. J. Walker, Mr. and Mrs. G. M. Shaw, Mr. and Mrs. T. Neave, Mr. and Mrs. F. G. Clark, Mr. and Mrs. J. Oram Sheppard, Mr. and Mrs. G. H. May, Mr. and Mrs. F. G. Herridge, Mr. and Mrs. Pittie, Mr. and Mrs. F. E. Rosser, Mr. and Mrs. D. A. Goodwin, Mr. and Mrs. G. P. Lammert, Mr. and Mrs. B. L. Frost and family, Mr. and Mrs. A. W. Heron, Lieut. and Mrs. Johnstone, and family, Mr. and Mrs. B. E. Gunn, Mr. and Mrs. F. W. Stapleton, Mr. and Mrs. E. H. Scott, Mr. and Mrs. E. Walker, Mr. and Mrs. W. T. Elson, Mr. and Mrs. Innes, Mr. and Mrs. S. E. Green, Mr. and Mrs. J. Reid, Mr. and Mrs. W. Davidson, Mr. and Mrs. A. Stevenson, Capt. and Mrs. T. A. Mitchell, Mr. and Mrs. Templeton, Mr. and Mrs. E. T. Williamson, Mr. and Mrs. R. Hall, Mr. and Mrs. J. Lambert, Madame M. Flint and Miss Kirkwood, Miss Clark, Miss Rogers, Miss C. Medina, Miss Russell, Mr. A. G. Gellanars, Capt. A. J. Ramsay, Mr. J. W. Graham, Mr. J. W. Powell, Mr. J. E. Wallace, Mr. J. W. G. Gagg, Mr. T. H. B

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Nothing has ever disturbed the demand for this Car. No outside conditions, no conditions inside the industry seem to slow it up a particle. The people want the Car more intensely at this moment than ever they wanted it before.

The Car has reached the stage when its sales are almost automatically increased. By this we mean that one sale is almost certain to result in one or two other sales.

There is a very pronounced and definite public opinion now in this country concerning the Dodge Bros. Car.

People seem to know that Dodge Brothers' idea from the very first, was that if they built the Car right, nothing else mattered. It is the quality revealed in its performance which makes the price impressive. People are attracted by something more than price; it is the internal and external excellence which characterises the Car.

The high price it demands when sold second-hand increases the respect in which the Car is held.

It would be hard to find a truer test of enduring worth. People are not eager for used Cars unless they know that such Cars have before them a long life of satisfactory service.

And so the Dodge Brothers Car is bought, not upon price, but upon the quality and value that it embodies.

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ADDING INJURY TO INSULT INDIAN CONSTABLE AND CHINESE COOLY.

A Chinese cooly carrying some coal was walking along the Praya near the No. 2 Police station when an Indian constable accosted him and enquired how he came by the coal. The cooly's reply was none too polite, and the constable attempted to arrest him. The cooly resisted, and a struggle ensued, during which the cooly seized the constable by the beard and threw him down.

The noise and commotion attracted a crowd, and a European sergeant at the Police station hurried to the scene and aided the constable to arrest the truculent cooly.

The cooly was charged at the Magistracy, yesterday, and a torn and soiled uniform—worn by the constable at the time of the struggle—was produced.

The Magistrate ordered the defendant to pay a fine of \$10, or to undergo fourteen days' imprisonment.

A STREET BRAWL.

Sergeant Cotton was enjoying a tram-ride when he noticed a crowd in Queen's Road East, near the Naval Yard. He alighted and saw four ricksha-coolies fighting. He arrested two of them, and produced them in Court yesterday.

The first defendant said the second struck him first, and damaged the hood of his ricksha.

The second defendant denied the assault. He only interfered, in the rôle of peace-maker, with the object of separating the first defendant and two other men.

The first defendant repeated that he was assaulted by the second, and, by way of lending further colour to his complaint, produced a dirty blood-stained handkerchief, and drew the attention of the Court to it.

The Magistrate: It looks dirty enough. (Laughter.)

Inspector Kent thought the second defendant's statement quite credible. The first defendant was a private ricksha-cooly, and the public ricksha-coolies probably resented the first defendant's plying for hire.

Both men were bound over, in bonds of \$50 each, to keep the peace for three months.

MASQUERADING AS AN ACCREDITED AGENT.

Characterising his offence as a "deliberate fraud," Mr. Lindsell sentenced a Chinese, at the Magistracy, yesterday, to four weeks' rigorous imprisonment for impersonating a representative of the firm in which he was employed as a *faki*, and fraudulently obtaining 15½ cetties of rice.

The defendant said he went of his own accord. The firm in which he was employed did not commission him to get the goods.

Mr. Lindsell: You got them on credit?

Defendant: Yes.
Your master knew nothing?—No.
"Then you have been perpetrating a deliberate fraud," said Mr. Lindsell.

THE MAGISTRATE'S QUESTION.

"What can be done to him?" enquired Mr. Hutchison, yesterday, at the Magistracy, of Inspector Kent, in reference to a Chinese, described to be a "homeless vagrant with no regular employment," charged with loitering.

Inspector Kent replied that there was provision for men of that type. The defendant was liable to a month's imprisonment.

Mr. Hutchison ordered the defendant to be accommodated in Victoria gaol for one month.

IRRESISTIBLE HONGKONG!

A Chinese who was banished for life last December was charged before Mr. Hutchison, at the Magistracy, yesterday, with (1) returning from banishment, and (2) with the theft of a ricksha-bell.

Inspector Kent asked that the man be committed for trial at the next Criminal Sessions, and the Magistrate made an order to that effect.

BREAKING IT GENTLY.

Mr. Ernest Hobbs, analytical chemist, giving evidence in a trade dispute with reference to a war-time soup, in the King's Bench Division, described a sample of the soup sent to him for analysis as "an excellent sample of water standing upright."

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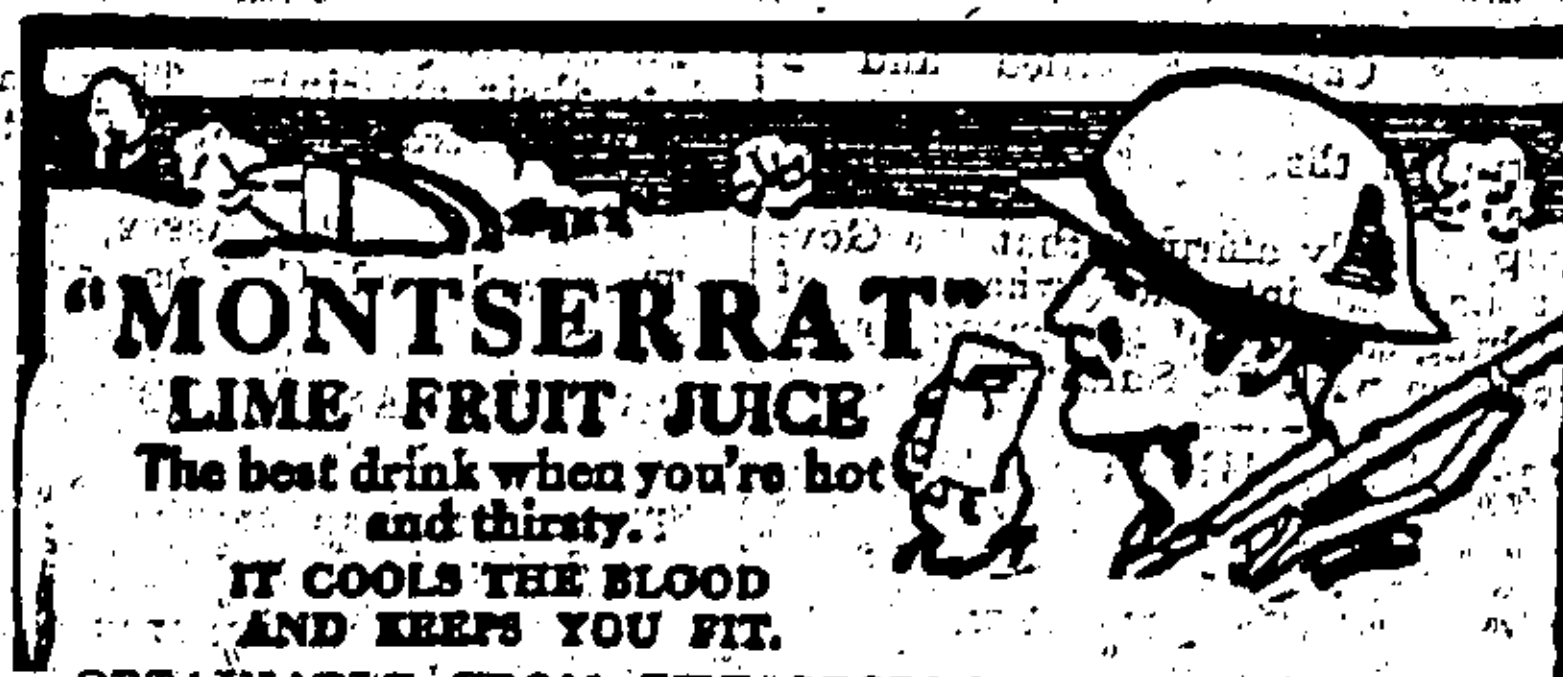
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El Oriente Cigar Factory Is American Concern

Governor-General of Philippines Issues Important Announcement

Walter E. Olsen & Co., Buy Largest Cigar Factory in Manila from Alien Property Custodian U. S.

The world famous El Oriente Cigar Factory of Manila, Philippine Islands has passed into American hands. The Alien Property Custodian announces its sale to Walter E. Olsen and Company.

El Oriente Cigar Factory has been established since 1893 and it is well and favorably known here. Every detail of manufacture, from the cultivation and care of the tobacco, to the clean and careful handling in the most modern and sanitary factories, has been carefully studied, with the result that the products of the factory enjoy a world wide variable reputation.

The policy of the owners will be to maintain the same high standard of quality that has made El Oriente cigars a by-word for good smokes throughout this country. The warehouses of the company contain more than three million pesos worth of tobacco, carefully selected and of the highest quality. This in itself assures smokers of a mild uniform blend, that from a point of quality and aroma is unexcelled.

The Governor-General of the Philippine Islands has sanctioned the issuance of the following statement, in order that the smoking public of China may be put in possession of the facts concerning the Oriente Cigar Factory:

Office of the Governor-General of The Philippine Islands
Manila, Feb. 18, 1919.

To whom it may concern:
"The Governor-General of the Philippine Islands has received the following self-explanatory letter from Mr. Douglas M. Moffat, managing director for the Philippine Islands of the Alien Property Custodian of the United States of America:
"United States of America the Alien Property Custodian Office of the Managing Director in the Philippines, Manila.

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PEACE CELEBRATIONS

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Candles \$2.40 per 100.

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HOW A BRITISH OFFICER STOLE A ZEPPELIN. SEVEN YEARS IN GERMANY ON A SECRET MISSION.

Among the records in the office of the German Aerial Service is an entry that notes the mysterious disappearance in 1913 of the largest Zeppelin existing at that time. The huge airship, it is recorded, left her base on a bombing expedition over the eastern part of England and except for notes of her flight over the German border, nothing more may be learned from German sources.

A few weeks after the airship's disappearance with her commander and crew, the first of five mysterious Victoria Cross awards was announced by the British War Office.

From a responsible authority it has now been learned that the mysterious award of the Victoria Cross was to an equally mysterious British army officer, and the incident connected with the award was the theft of the German Zeppelin and her crew. The British officer, assigned to intelligence in Germany some months before, had gained the confidence of the officers in charge of the raids on England and had left Germany as commander of the huge flying boat.

HELED SOLVE RAID PROBLEMS.
The story of his experiences in Germany and the successful accomplishment of his tasks is even more thrilling than the recital of the bare facts would indicate. And it was his success in making off with the most modern of Zeppelins that went far toward helping the British War Office to solve the problems presented by night bombing raids over the provincial towns of England.

For obvious reasons, the officer who related the account of the enterprise withheld the name of the man who stole the airship. So incensed were the German authorities over the disappearance of the airship that it is possible some of those who were held responsible might seek him out and try to do him harm.

Seven years before the war began, the officer was assigned to intelligence duty. Between that time and the day the danger of war became apparent, he had been in Germany, much of the time studying aircraft production and particularly the development of the Zeppelin. Needless to say, no German ever got an opportunity of learning who the student of aircraft design really was.

The day war was declared, the officer enlisted in the German army. His aptitude for airplane work and his seeming willingness to put his shoulder to the Kaiser's wheel soon gained for him the confidence of his immediate superiors.

He worked tirelessly and with efficiency that was seldom seen in the German officers. Occasionally, it is understood, he managed to delay important work. All the time he lived under the strain of knowing that German Zeppelins were almost nightly raiding England's small towns and that his own wife and children in their home, in Essex, might be killed.

But the British War Office had assigned the task to him and he plugged on. The frightful strain never showed in his face. At any moment, he knew, some German intelligence officer who had been on duty in England might enter the Zeppelin plant and recognize him as a British officer. He would be denounced, tried by military court and shot.

One day, soon after he had demonstrated his expert knowledge of Zeppelins, he received an opportunity to try for a commission. The German air service was being depleted rapidly and more officers were needed. He took the examination and passed it. He was complimented and got the rank of lieutenant.

His commission enabled him to work with even greater success. He had access to records and drawings, and he never lost an opportunity of memorizing important details in Germany's plans for aerial development. So thoroughly had his memory been trained that he was a living encyclopedia of German aeronautics. The most secret of the plans sooner or later passed before him and were photographed on his brain.

COMMISSIONED A CAPTAIN.
Again, for reasons best known to the German officers, the British intelligence man was the recipient of honours.

"You are hereby commissioned a captain in the Emperor's air service," said the commanding officer to him one day at headquarters.

"Thank you—and the All Highest," replied the Briton.

That night the German commander sent for him. The two were closeted together for several hours in the commanding officer's quarters. When the British officer left he carried orders placing him in command of a Zeppelin.

Several practice flights and cruises were made before the Germans felt that the new captain could be trusted with the command of the finest Zeppelin the old Count had yet designed.

Officers who had been on murdering expeditions over England showed him how the bomb releases worked and gave him tips on air currents and anti-aircraft batteries located along England's coast.

Then came orders for the new captain to undertake his first bombing expedition over England. He was ordered to try for munitions plants. A score of high German officers bade him goodbye and saw to it that Germany's largest Zeppelin got away without mishap.

The Zeppelin proceeded across the German border and began her flight across the North Sea. A thick fog blanketed the surface of the water and no lights were visible. Navigation was done by compass alone. At a high altitude, the airship arrived directly over the shores of England.

DROPPED NO BOMBS.
Restraining his crew of impatient Germans, who wished to leave a trail of smoke and flame beneath them, the British officer continued to guide the craft toward the centre of Essex. The fog lifted suddenly and a group of lights in familiar formation told him that he had arrived at his destination.

Meanwhile, news of the Zeppelin's arrival, betrayed by the whirr and roar of her engines, was reported by the listening post commanders on the ground below. Anti-aircraft batteries in the vicinity were manned and preparation

(Continued at foot of next column.)

WHO CAUSED THE WAR? EX-KAISER BLAMES FREEMASONS.

Cabling to the Chicago Daily News from Berlin, via courier to London, Gordon Stiles, that journal's special correspondent, says he has been permitted to read letters written by the ex-Kaiser to Dr. Schiemann, of the University of Berlin, from which he deduces that the former Emperor places the blame for the war on the Masonic fraternity, and declares that at one time the United States was ready to quit. In his despatch Mr. Stiles says: "Freemasonry caused the world war, according to the former Kaiser. But for the armistice the war would have ended in a complete German victory, the refugee ex-ruled also believes. Germany's defeat, he says, was due to the evil machinations of the German Social Democrats. The occasion when the United States was 'ready to quit,' according to the former Kaiser, was on January 1st, 1918, 'because of the terrible losses they were suffering.'"

One letter addressed to Dr. Schiemann by the ex-Kaiser said: "Nothing would have pleased him better than to bring about an alliance between England and Germany. It will interest you to learn that more than once America brought forward a plan for securing world peace by an Anglo-American-German alliance. But, according to the ex-Kaiser's letters, even while he was dreaming these happy dreams of a solution of all the world's difficulties, the Freemasons of the world were plotting the downfall of the Hohenzollern and Habsburg Houses. 'The whole affair,' he writes, 'was engineered by the Grand Lodge of the Orient, to which President Wilson belongs.'"

That William still clings to his religious professions appears in this quoted passage: "To trust in God and keep one's faith is now more than ever the right thing to do. He has allowed these monstrous happenings, which we each may be sure, serve His purpose. He will assuredly raise up again His poor bleeding world, and the Germans with the rest when they have become chastened, and they will find their way to Him, praying for help."

was made to receive the raiding visitor with the proper sort of reception. The airship was manoeuvred and finally started toward the ground. She passed through the fire of several guns and landed in an open field near a small town. No troops were in the vicinity, and the commander, telling his crew that the steering gear was broken, advised them to surrender. They agreed and a problem presented by the absence of British troops was solved.

He marched the men in military formation along a road that he knew led to the village. On the way, an aged constable was encountered. He received the surrender of the men and the pseudo-German captain.

TOOK "EXPEDITIONARY FORCE."
Once in the village the constable led his captives proudly to the post office. To the woman postmaster, he announced his capture of a German expeditionary force.

Here he was interrupted by the commander of the Zeppelin. "I'd like to telephone to my wife," said the latter. The commander was refused the request, but, after deliberation, the constable agreed to permit him to send a telegram. While the telegram was being written, the constable made a great ceremony of disarming his prisoners. The army post near by was notified of the landing of the great airship.

As soon as the disarming process was completed, the Zeppelin commander and his men were locked up. But the telegram to the commander's wife sent her hurrying to the telephone. She notified the commanding officer of the troops in Essex of the Zeppelin commander's identity.

When a thorough identification had been made, the officer was hurried to London in an automobile. At the War Office he made his report. Congratulations were showered upon him by some of the highest officers in the British army.

LEARNED GERMAN SECRETS.
Meanwhile, the Zeppelin was being cared for. It was dismantled and taken to the British army's aircraft museum where men of the flying service made examination of its parts. Its engines were taken down and inspected for new devices. It is sufficient to say that from that Zeppelin, the British flying men thus learned more than they ever knew before of German aircraft development.

It was the British intelligence officer's report of his discoveries in Germany that revolutionized the air defence work in England. Up to that time, the military authorities had depended solely upon listening posts and airplanes for driving off raiding Zeppelins. With the data the British were able to devise new methods of coping with the menace.

The intelligence officer related the great fear of German Zeppelin commanders that some thoughtful Briton would realize that the British airplanes could not climb quickly enough and that fast climbing airplanes were needed as well as an inflammable bullet.

HIS "TIPS" GOT RESULT.
Both the fast climbing airplane and the inflammable bullet were perfected. The next Zeppelin that tried to drop bombs in England was brought down in flames.

The Germans next tried the "silent engine," which was nothing more or less than drifting over England with the engines shut. That proved unsuccessful on the first attempt. The Zeppelins, five in number, drifted over England at night, were still there the next day, because the engines had "frozen" and the crews were unable to start them. The five continued drifting. Over France they went, to be attacked by French and British armies and brought down in flames.

That was the last time the Germans tried to drop bombs down on women and children, and it was the nerve and resourcefulness of the British army officer that spoiled their carefully arranged scheme.

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MAY 23rd,

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JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK	JAVA		May 24th	SHANGHAI
TJILATJAP	JAVA	May 23rd	May 24th	JAPAN
TJILIWONG	JAPAN	May 28th	May 30th	JAVA

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MAY 31st, 1919.

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SHIPPING NEWS

ARRIVALS.

May 22nd.
Chuen On, Chinese str., 234 tons, from
Hohow, with a general cargo.—Luen
Yick.

Dilwara, British str., 2,460 tons, Capt.
Walker, from Singapore, which port
she left on May 19th, with a general
cargo.—Mackinnon, Mackenzie & Co.
Tango Maru, Japanese str., 5,880 tons,
Capt. Nishinew, from Melbourne,
which port she left on April 25th, with
a general cargo.—N.Y.K.

May 22nd.
Empress of Asia, British str., 3,383 tons,
Capt. Davidson, from Vancouver, with
a general cargo.—C.P.D.S.

Cheng Shing, British str., 1,912 tons,
Capt. Meyrick, from Canton, with a
general cargo.—J. M. & Co.

Hupei, British str., 1,200 tons, Capt.
Mitchell, from Bangkok and Swatow,
with a cargo of rice.—B. & S.

Zashing, British str., 1,293 tons, Capt.
Byers, from Canton.—B. & S.

Swing Sang, British str., 1,427 tons,
Capt. Woodgett, from Shanghai,
which port she left on May 15th, with
a general cargo.—J. M. & Co.

Shunshing, Chinese str., 237 tons, Capt.
Place, from Kwong Ching Wah, with
general cargo.—Po On.

Uwajima Maru, Japanese str., 300 tons,
from Canton, in ballast.—Y.K.K.

PASSENGERS.

ARRIVALS.

Per s.s. Dilwara, on May 22nd:—Mr.
T. A. Lida, Mr. T. S. Forrest, Mr. F.
Nightingale, Mr. B. M. Dyer, and Mr.
K. Morris.

Per s.s. Tango Maru, on May 22nd:—
Mr. and Mrs. J. B. Rentier, Mrs. M.
Boss, Mr. J. D. Stuart, Mr. E. Atwood,
Mrs. E. B. Bartley, Mr. and Mrs. F.
Williams, Mr. and Mrs. S. Warley, Miss
K. L. Nicholson, Mr. C. J. Higgins,
botham Mr. A. Jones, and Mr. T. R.
Fuller.

Per s.s. Empress of Asia, on May 22nd:
Mr. and Mrs. G. Adams, Mr. L. D. Ault,
Mr. E. R. Boerick, Mr. P. P. Belford,
Mr. G. Bentley, Mr. A. Bari, Mr. G.
Campbell, Mr. and Mrs. Cassatt, Mr.
W. J. Gallagher, Mr. and Mrs. E. G.
Grimble, Mr. J. A. Geering, Miss
Grimble, Mr. James P. Hudson, Mr.
Mrs. P. Hollingsworth, Mr. and Mrs.
H. H. Hume, Mr. H. C. Kasper,
Mr. A. E. Kaiser, Mr. and Mrs. H.
Lyons, Mr. and Mrs. Loggers, Mr. and
Mrs. S. Menzies, Mr. J. J. Moore,
Mr. and Mrs. W. Mallemeister, Mr. and
Mrs. A. S. Murray, Mr. and Mrs. G.
Nordstrom, Mr. and Mrs. J. A. Par-
son, Mr. and Mrs. Y. F. Persing, Mr. B.
A. Roberts, Mr. J. H. Stickler, Mr. and
Mrs. van Wageningen, Mr. A. M. Wilkie,
Mr. and Mrs. Wesson, Mrs. W. Wood,
Mr. and Mrs. Ault, Mr. Wm. M. Brandt,
Mr. G. Brown, Mr. H. S. Bradley, Mrs.
R. Bergeron, Mr. and Mrs. J. H. Bar-
ton, Mrs. A. T. Carpenter, Miss Cough-
lin, Mr. G. Dalton, Mr. N. T. Gore, Miss
Gibbs, Mr. G. Grimbie, Mr. and Mrs.
H. H. Henderson, Lieut. H. H. D.
Pammel, Mr. and Mrs. H. Harrison, Mr.
and Mrs. G. E. Hume, Mr. J. H. Hume,
Capt. A. Kirgman, Mr. W. T. Longwell,
Mr. H. C. Leighton, Mr. H. W. Morse,
Mr. R. M. McCrone, Mr. H. C. Maciure,
Mr. and Mrs. Master Nyhoff, Mr. R. C.
Pietro, Mrs. M. F. Fitchard, Mr. H. W.
Robinson, Mr. Sutton, Mr. T. W. Sim-
mons, Mr. H. S. Turner, Mr. J. van
Compenhart, Mr. and Mrs. Weymouth,
Mr. H. E. Winter, Mr. A. Weil, Mr.
R. W. Clark, Mrs. C. B. Aguilera, Mr.
and Mrs. Berger, Mr. J. P. Burt, Mrs.
M. W. Coutant, Mr. E. Carr, Mr. L.
F. Dea, Rev. P. Doyne, Rev. T. Cassin,
Mr. J. A. Fortune, Mr. and Mrs. H. B.
Mr. J. A. Hilton, Mr. J. Isister, Mr. G.
M. Jackson, Mr. T. Kajitani, Mr. and
Mrs. W. Lee, Mr. F. R. Matias, Mr.
E. Barretto, Mr. J. F. Mendelsohn, Rev.
S. Nichols, Mr. N. M. Kokila, Mr. and
Mrs. H. A. Pfeiffer, Miss G. F. G. Pul-
ton, Mr. H. B. Waring, Mr. J. Rice,
Mr. F. Reynolds, Mr. C. V. R. Stedman,
Mr. and Mrs. R. O. Williams, Mr. P.
Wooling, H. R. H. Prince Yagala, Mr. P.
Darunaguthi, Mr. L. P. Vojaka, Mr.
A. M. Samuels, Mr. D. Barrett, Dr. and
Mrs. Early, Mr. F. L. Waterhouse, Mr.
G. R. Eimundson, Mr. and Mrs. C.

Bradley, Mrs. L. Burton, Mr. M. Ballis,
Mr. H. G. Cooper, Mr. Soransen, Mrs.
U. A. Wharton, Mr. L. and Mrs.
Stephens, Miss O. Stevens, Mr. E.
Riley, Master D. Phillips, and Mr. J.
R. McKinley.

DEPARTURES.

Per s.s. Dilwara, on May 22nd:—Mr.
H. P. Winslow, Mr. S. K. Kirkness, Mr.
Goudy, Mr. and Mrs. Gonzales, Miss
Campbell, Mr. and Mrs. R. B. Asher,
Misses Asher, Mrs. W. J. Reid, Mrs. Greg-
ory, Miss Manuk, Lieut. Com. C. J.
Kerr, Mrs. M. Thwaites, Mr. and Mrs.
Cunningham, Miss A. M. Keating, Miss
A. F. Lane, Mr. Clements Mr. C. G.
Faxus, Mr. L. J. Wiles, Mr. R. J. Wiles,
Mr. and Mrs. S. G. Newall, Miss White,
Mr. R. Brathwaite, Capt. and Mrs. J.
P. Lowe, Mr. and Mrs. Calder, Mr.
Campbell, Miss Fairley, Mrs. Cook, Mr.
Louis Milenbeck, Mr. R. H. Leamer,
Ramos, Miss Sears, Mr. and Mrs.
Kavanaugh, Mr. I. Sheppard, Mr. V.
Westley, Mr. D. Verra, Rev. W. Mawson,
and Mr. G. A. Downs.

SHIPPING MOVEMENT.

The N.Y.K. s.s. Kaga Maru left Kobe
for this port via Moji and Shanghai on
the 20th inst., and is expected here on
the 29th inst.

WEATHER REPORT.

May 22nd, at 12.30.—No returns from Japan,
Vladivostok, Shanghai and Indo-China.
Pressure has increased moderately along the
China coast and decreased slightly over the
Philippines. An anti-cyclone has developed
over the lower Yangtze Valley, and the
Toungking depression has probably filled up.

Hongkong rainfall, for the 24 hours
ending at 10 a.m. to-day, 0.50 inch. Total
since January 1st, 12.62 inches, against an
average of 19.08 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

District Forecast.
Hongkong to Gap Rock ... E. and N.E.
winds, fresh
fair.

Formosa Channel ... North winds,
fresh.

South Coast of China between the same as
Hongkong and Lamma ... No. 1.

South Coast of China between the same as
Hongkong and Hainan ... No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 22nd

	Previous On Date On Date	Day	at	at
		at 3 p.m.	6 a.m.	3 p.m.
Barometer	23.73	23.03	22.86	
Temperature	88	74	74	
Humidity	19	95	77	
Wind Direction	West	North	North	
Force	2	2	2	
Weather	0	0	0	
Rain	—	—	0.50	

Highest open-air temperature on 21st, 38.8

Lowest open-air temperature on 12nd, 7.4

HONGKONG TIDE TABLE.

From 23rd to 29th May, 1919.

	High Water	Low Water
	Time	Height
Day	Time	Height
Mon	4 37	4 4
Tue	5 39	5 8
Wed	6 41	6 8
Thur	7 43	7 8
Fri	8 45	8 8
Sat	9 47	9 8
Sun	10 49	10 8
Mon	11 51	11 8
Tue	12 53	12 8
Wed	1 55	1 8
Thur	2 57	2 8
Fri	3 59	3 8
Sat	5 01	5 8
Sun	6 03	6 8
Mon	7 05	7 8
Tue	8 07	8 8
Wed	9 09	9 8
Thur	10 11	10 8
Fri	11 13	11 8
Sat	12 15	12 8
Sun	1 17	1 8
Mon	2 19	2 8
Tue	3 21	3 8
Wed	4 23	4 8
Thur	5 25	5 8
Fri	6 27	6 8
Sat	7 29	7 8
Sun	8 31	8 8
Mon	9 33	9 8
Tue	10 35	10 8
Wed	11 37	11 8
Thur	12 39	12 8
Fri	1 41	1 8
Sat	2 43	2 8
Sun	3 45	3 8
Mon	4 47	4 8
Tue	5 49	5 8
Wed	6 51	6 8
Thur	7 53	7 8
Fri	8 55	8 8
Sat	9 57	9 8
Sun	10 59	10 8
Mon	12 01	12 8
Tue	1 03	1 8
Wed	2 05	2 8
Thur	3 07	3 8
Fri	4 09	4 8
Sat	5 11	5 8
Sun	6 13	6 8
Mon	7 15	7 8
Tue	8 17	8 8
Wed	9 19	9 8
Thur	10 21	10 8
Fri	11 23	11 8
Sat	12 25	12 8
Sun	1 27	1 8
Mon	2 29	2 8
Tue	3 31	3 8
Wed	4 33	4 8
Thur	5 35	5 8
Fri	6 37	6 8
Sat	7 39	7 8
Sun	8 41	8 8
Mon	9 43	9 8
Tue	10 45	10 8
Wed	11 47	11 8
Thur	12 49	12 8
Fri	1 51	1 8
Sat	2 53	2 8
Sun	3 55	3 8
Mon	4 57	4 8
Tue	5 59	5 8
Wed	7 01	7 8
Thur	8 03	8 8
Fri	9 05	9 8
Sat	10 07	10 8
Sun	11 09	11 8
Mon	12 11	12 8
Tue	1 13	1 8
Wed	2 15	2 8
Thur	3 17	3 8
Fri	4 19	4 8
Sat	5 21	5 8
Sun	6 23	6 8
Mon	7 25	7 8
Tue	8 27	8 8
Wed	9 29	9 8
Thur	10 31	10 8
Fri	11 33	11 8
Sat	12 35	12 8
Sun	1 37	1 8
Mon	2 39	2 8
Tue	3 41	3 8
Wed	4 43	4 8
Thur	5 45	5 8
Fri	6 47	6 8
Sat	7 49	7 8
Sun	8 51	8 8
Mon	9 53	9 8
Tue	10 55	10 8
Wed	11 57	11 8
Thur	12 59	12 8
Fri	1 01	1 8
Sat	2 03	2 8
Sun	3 05	3 8
Mon	4 07	4 8
Tue	5 09	5 8
Wed	6 11	6 8
Thur	7 13	7 8
Fri	8 15	8 8
Sat	9 17	9 8
Sun	10 19	10 8
Mon	11 21	11 8
Tue	12 23	12 8
Wed	1 25	1 8
Thur	2 27	2 8
Fri	3 29	3 8
Sat	4 31	4 8
Sun	5 33	5 8
Mon	6 35	6 8
Tue	7 37	7 8
Wed	8 39	8 8
Thur	9 41	9 8
Fri	10 43	10 8
Sat	11 45	11 8
Sun	12 47	12 8
Mon	1 49	1 8
Tue	2 51	2 8
Wed	3 53	3 8
Thur	4 55	4 8
Fri	5 57	5 8
Sat	6 59	6 8
Sun	8 01	8 8
Mon	9 03	9 8
Tue	10 05	10 8
Wed	11 07	11 8
Thur	12 09	12 8
Fri	1 11	1 8
Sat	2 13	2 8
Sun	3 15	3 8
Mon	4 17	4 8
Tue	5 19	5 8
Wed	6 21	6 8
Thur	7 23	7 8
Fri	8 25	8 8
Sat	9 27	9 8
Sun	10 29	10 8
Mon	11 31	11 8
Tue	12 33	12 8
Wed	1 35	1 8
Thur	2 37	2 8
Fri	3 39	3 8
Sat	4 41	4 8
Sun	5 43	5 8
Mon	6 45	6 8
Tue	7 47	7 8
Wed	8 49	8 8
Thur	9 51	9 8
Fri	10 53	10 8
Sat	11 55	11 8
Sun	12 57	12 8
Mon	1 59	1 8
Tue	3 01	3 8
Wed	4 03	4 8
Thur	5 05	5 8
Fri	6 07	6 8
Sat	7 09	7 8
Sun	8 11	8 8
Mon	9 13	9 8
Tue	10 15	10 8
Wed	11 17	11 8
Thur	12 19	12 8
Fri	1 21	1 8
Sat	2 23	2 8
Sun	3 25	3 8
Mon	4 27	4 8
Tue	5 29	5 8
Wed	6 31	6 8
Thur	7 33	7 8
Fri	8 35	8 8
Sat	9 37	9 8
Sun	10 39	10 8
Mon	11 41	11 8
Tue	12 43	12 8
Wed	1 45	1 8
Thur	2 47	2 8
Fri	3 49	3 8
Sat	4 51	4 8
Sun	5 53	5 8
Mon	6 55	6 8
Tue	7 57	7 8
Wed	8 59	8 8
Thur	10 01	10 8
Fri	11 03	11 8
Sat	12 05	12 8
Sun	1 07	1 8
Mon	2 09	2 8
Tue	3 11	3 8
Wed	4 13	4 8
Thur	5 15	5 8
Fri	6 17	6 8
Sat	7 19	7 8
Sun	8 21	8 8
Mon	9 23	9 8
Tue	10 25	10 8
Wed	11 27	11 8
Thur	12 29	12 8
Fri	1 31	1 8
Sat	2 33	2 8
Sun	3 35	3 8
Mon	4 37	4 8
Tue	5 39	5 8
Wed	6 41	6 8
Thur	7 43	7 8
Fri	8 45	8 8
Sat	9 47	9 8
Sun	10 49	10 8
Mon	11 51	11 8
Tue	12 53	12 8
Wed	1 55	1 8
Thur	2 57	2 8
Fri	3 59	3 8
Sat	5 01	5 8
Sun	6 03	6 8
Mon	7 05	7 8
Tue	8 07	8 8
Wed	9 09	9 8
Thur	10 11	10 8
Fri	11 13	11 8
Sat	12 15	12 8
Sun	1 17	1 8
Mon	2 19	2 8
Tue	3 21	3 8
Wed	4 23	4 8
Thur	5 25	5 8
Fri	6 27	6 8
Sat	7 29	7 8
Sun	8 31	8 8
Mon	9 33	9 8
Tue	10 35	10 8
Wed	11 37	11 8
Thur	12 39	12 8
Fri	1 41	1 8
Sat	2 43	2 8
Sun	3 45	3 8
Mon	4 47	4 8
Tue	5 49	5 8
Wed	6 51	6 8
Thur	7 53	7 8
Fri	8 55	8 8
Sat	9 57	9 8
Sun	10 59	10 8
Mon	12 01	12 8
Tue	1 03	1 8
Wed	2 05	2 8
Thur	3 07	3 8
Fri	4 09	4 8
Sat	5 11	5 8
Sun	6 13	6 8
Mon	7 15	7 8
Tue	8 17	8 8
Wed	9 19	9 8
Thur	10 21	10 8
Fri	11 23	11 8
Sat	12 25	12 8
Sun	1 27	1 8
Mon	2 29	2 8
Tue	3 31	3 8
Wed	4 33	4 8
Thur	5 35	5 8
Fri	6 37	6 8
Sat	7 39	7 8
Sun	8 41	8 8
Mon	9 43	9 8
Tue	10 45	10 8
Wed	11 47	11 8

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to ZIMBABWE, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipments at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to ZIMBABWE, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(RENEWAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	SAID
SHANGHAI and TSINGTAO	YINGCHOW	On 25th May, 11 A.M.	
SHANGHAI and BANGKOK	KUANG	On 25th May, Noon	
SHANGHAI and BANGKOK	YIP	On 26th May, Noon	
SHANGHAI and SINGAPORE	CHENG	On 26th May, Noon	
SHANGHAI and SINGAPORE	CHENG	On 26th May, Noon	
SHANGHAI and SINGAPORE	CHENG	On 26th May, Noon	
SHANGHAI and SINGAPORE	CHENG	On 26th May, Noon	
SHANGHAI and SINGAPORE	CHENG	On 26th May, Noon	
SHANGHAI and SINGAPORE	CHENG	On 26th May, Noon	
SHANGHAI and SINGAPORE	CHENG	On 26th May, Noon	

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	FRIDAY	22nd May, at 10 A.M.
"HAI TAN"	Capt. A. H. Stewart	TUESDAY	27th May, at 1 P.M.
"MAIMUNG"	Capt. J. W. Evans	FRIDAY	30th May, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S.	FROM HONGKONG	at	From
S.S. "VENEZUELA"	—	—	June 18th, 1919.
S.S. "EQUADOR"	—	—	July 16th, 1919.
S.S. "COLOMBIA"	—	—	Aug. 13th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Quickest, and the shortest on passenger service to America.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICE, LTD.

For further information rates, itineraries, schedules, etc., apply to
Telephone 41 COMPANIES OFFICE in Alexander Buildings, Queen's Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEUHALLA	25th May, Noon.	30th June	8th July.
NOVARA	7th August	9th Sept.	18th Sept.

FOR BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	24th May, Noon	10th June.

FOR CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR ... early June ... June

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
ARRATOON APCAR	20th May, Noon	

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
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SHANGHAI, KOBE & YOKOHAMA ... MISHIMA MARU ... 15,950 Tons ... 9th June, at 11 A.M.

NAGASAKI, KOBE & YOKOHAMA ... TANGO MARU ... 12,760 Tons ... 23rd May, at 2 P.M.
and YOKOHAMA ... NIKKO MARU ... 9,600 Tons ... 31st June, at 11 A.M.

SHANGHAI, and KOBE ... KAGA MARU ... 12,300 Tons ... 31st May, at Noon.

LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ... TATSUNO MARU ... 14,330 Tons ... 27th May.

BOMBAY via SINGAPORE, MALACCA & COLOMBO ... KIRIN MARU No. 2 ... 7,760 Tons ... 24th May.

Calcutta via SINGAPORE, PENANG and BANGCOON ...

Outfitting Shanghai and/or Moji. Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIDZU & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," etc. of over 20,000 tons displacement.

Next sailings from Hongkong:
+ FUSHIMI MARU ... 31,000 Tons ... 22nd June, at 11 A.M.
+ KATORI MARU ... 31,000 Tons ... 12th July, at 11 A.M.

For further information apply to
NIPPON YUSEN KAISHA
S. YASUDA, Manager.

Telephone 247 & 245

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Tons	Leave Hongkong
SHINYO MARU	23,500	May 31st.
SINSHIWA MARU	20,000	May 31st, From YOKO.
PERSIA MARU	9,000	June 18th.
KORRA MARU	20,000	June 28th.
NIPPON MARU	11,000	July 7th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARIKA and the PACIFIC MAIL STEAMSHIP CO.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,500	July 15th.
SEIYO MARU	14,000	Nov. 4th.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
DESTINATION STEAMER & DISPLACEMENT SAILING DATE

SHANGHAI, KOBE & YOKOHAMA ... "NERA" ... 10,000 ... On or about 12th June

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUESS, SUEZ, PORT SAID ... "NERA" ... 10,000 ... On or about 12th July

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTEL, Acting Agent, Queen's Building, Telephone 740.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"AMUR MARU" ... End of May
"ANDES MARU" ... Tuesday, 10th June
Call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
"GANGES MARU" ... Monday, 28th May
"BURMA MARU" ... Monday, 28th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.
"HAWAII MARU" ... Saturday, 16th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"GANGES MARU" ... Monday, 28th May
"BURMA MARU" ... Monday, 28th May.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.
"UNNAN MARU" ... Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. E. and ADELAIDE.
"NANKIN G MARU" ... Sunday, 1st June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"CANADA MARU" ... Saturday, 7th June.

HAIPHONG—Three times a Month service.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.
"SOGHU MARU" ... Thursday, 22nd May, at 2 A.M.

For KEELUNG via SWATOW and AMOY.
"AMAKUSA MARU" ... Sunday, 25th May, at 10 A.M.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745. No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS
"NANKING" (18,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" June 14th, 1919. "CHINA" July 2nd, 1919.

An unsurpassed high-class passenger service.
O. H. BITTER, Freight and Passenger Agent, Lee House Block, Tel. 1243.

